

# 42 PHOENIX ROAD

## TRAVEL PLAN







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THE FINDLAY ESTATE COMPANY LIMITED

42 PHOENIX ROAD, SOMERS TOWN, CAMDEN,  
LONDON, NW1 1TA

TRAVEL PLAN

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## I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by The Findlay Estate Company Limited in relation to the proposed development at 42 Phoenix Road, Camden, NW1 1TA.
- I.2 The application site's location is presented on a map in Figure I of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.3 The application site is located within the London Borough of Camden in the Somers Town Ward, a predominantly residential area nestled between Kings Cross and Euston mainline railway stations, just north of the Euston Road. Phoenix Road is parallel to the Euston Road and runs east to west connecting Kings Cross and Euston station via their entrances on Midland Road and Eversholt Street respectively.
- I.4 Number 42 is on the southwest corner of the junction at the intersection of Chalton Street and Phoenix Road.
- I.5 The site is within the Euston Area Plan (EAP) – within which is outlined an opportunity for Phoenix Road to be the main pedestrian link between the two major transport interchanges. The EAP is an evolving long term planning framework, which alongside the Kings Cross Masterplan guide “transformational change” in the area, outlining regeneration potential to benefit the community and London as a whole.
- I.6 The EAP defines Chalton Street as a ‘local centre’, observing that there has been a rise in the number of universities in Camden subsequently increasing the number of students renting in the Kings Cross and Euston Areas, which must be addressed sustainably as the area builds for the future.

### Existing Site

- 1.7 The current floor space at lower ground, ground and first floor levels is classified as D1 use, with student accommodation above. Spread across floors two and three of the building are five self contained student flats, consisting of 1x 3-bed, 2x 2-bed, 1x 1-bed and 1x studio flat.

### Proposed Site

- 1.8 The proposed scheme involves the demolition of the existing four storey 1930's building to be replaced with a new six storey building with an extended basement.
- 1.9 In line with guidance in Development Policy 9 (DP9) a mixture of apartment sizes will be provided in the student accommodation. The new building will contain 58 student rooms in a mixture of cluster apartments (18 in total) integrating shared cooking, bathroom and living facilities in addition to single occupier, self-contained studio flats across floors one to five. Within the proposals, 10% of the student bedrooms will be wheelchair accessible.
- 1.10 The proposals seeks to retain the existing D1 non-residential community space (340sqm) on the ground and lower ground floors, furthered by the addition of a cafe (140sqm), an A3 use development which has been introduced on the corner of Phoenix Road and Chalton Street to complement the existing parade of shops.

### Travel Plan

- 1.11 The applicants have placed a strong emphasis on sustainability and energy conservation, with the proposals designed to achieve 'BREEAM Excellent' under the multi-residential category.
- 1.12 As part of the BREEAM assessment, it was outlined that *'a site-specific travel plan has been developed as part of the feasibility and design stages, which*

*considers all types of travel relevant to the building type and users'. (Eight Associates: London-based Sustainability Consultants)*

- I.13 The Findlay Estate Company Ltd are committed to reducing the traffic impact of the development through the implementation of a Travel Plan (TP). The TP takes into account the accessibility of the surrounding area, and outlines targets for site occupation and staggered targets to be realised within the TP lifespan which is suggested to be five years.
- I.14 This framework report has been prepared in support of a planning application for submission to the local planning authority, LB Camden, prior to first occupation of the completed development in order to demonstrate further the aims and objectives that will form the basis of the TP.
- I.15 A TP Monitoring Report will be submitted to the Council after a minimum of 75% of the new accommodation units are occupied, together with the results of the baseline occupant surveys.
- I.16 The implementation of the TP for its life-span including regular monitoring will be secured by the Council through a condition of planning consent.
- I.17 The TP will be aimed at both residents and visitors, implemented to mitigate the traffic impact of the development. In the short term the TP aims to publicise and raise awareness of the health / economic / environmental and social benefits of greener travel, and resultantly in the longer term aims to increase the number of journeys made by walking or cycling.
- I.18 Pre-application feedback from LB Camden (March 2015) advocated the suitability of the proposed site as a car-free development:

*"In accordance with Policy DPI8, the Council will seek to ensure developments provide the minimum necessary car parking provision and will expect developments within Controlled Parking Zones (CPZ) that are easily accessible by public transport to be car-free. Given the*

*application site is within a CPZ and has excellent access to public transport (PTAL level 6b)*

- I.19 The proposals concur with this, with the Design and Access Statement (October 2015) identifying the high levels of extant parking demand observed in the immediate vicinity of the site and ratifying the strong transport network accessible to the site:

*"All of Somers Town is in Parking Zone CA-G which has on-street parking restrictions on weekdays. Parking is difficult as there are many cars belonging to residential properties in the area. Due to the high levels of accessibility to public transport, it is proposed that the development will be car free and no parking provided".*

- I.20 There are evident health benefits associated with replacing car journeys with walking or cycling, and even walking as part of journeys made predominantly by public transport. Furthermore, the economic benefits of eradicating car use will be significant.
- I.21 Changing trends and attitudes towards travel behaviour, focusing on a shift away from the private car, will have a positive effect on the environment in reducing CO2 emissions and alleviating congestion, particularly in traffic peak periods.
- I.22 The remainder of this report sets out the structure of the TP and how it will set out to achieve sustainable travel objectives from the outset of the residential occupation.



## 2.0 TRAVEL PLANS IN A POLICY CONTEXT

### NPPF

- 2.1 The main planning policy documents which provide a context for sustainable transport is The Government's White Paper *New Deal for Transport* (1998) and the *National Planning Policy Framework* (NPPF).
- 2.2 *New Deal for Transport* set out the choices needed to tackle road congestion and pollution, mainly by persuading people to use cars less and encouraging more sustainable modes of travel.
- 2.3 The NPPF, which supersedes *Planning Policy Guidance Note 13* (PPG13) follows on from the White Paper and sets out key sustainable transport objectives.
- 2.4 Promoting sustainable transport is an integral part of transportation policy. NPPF states that TPs are a key tool to ensure that sufficient consideration is given to encourage people to chose sustainable travel choices into the future, and that all areas of reducing traffic congestion and assisting travel behaviour are considered.
- 2.5 An extract from section 4 'Promoting Sustainable Transport' of the NPPF is set out as follows:

*"35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- accommodate the efficient delivery of goods and supplies;*
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*

- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

*36. 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."*

## **DfT**

2.6 The DfT's guidance *Delivering Travel Plans through the Planning Process* states:

*"Travel plans are an essential tool for delivering sustainable access to new development, whatever the use. They should be seen as an integral part of the new wider implementation of an area's sustainable transport strategy"*

2.7 The Department for Transport's (DfT) best practice guidance *Using the Planning Process to Secure Travel Plans* summarises the implementation of Travel Plans as follows;

*"The key to achieving travel plans within the planning system is the development of a clear, integrated and public policy framework together with an explicit relationship between the travel plan and the development site"*

## **TfL**

2.8 Transport for London advocate the importance of travel plan's role in reducing emissions and promoting alternatives to the car, outlining their key role within the March 2015 *Further Alterations to the London Plan (FALP)*

*“Travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking”*

- 2.9 TfL's *Travel Planning Guidance November 2013* offers guidance on the content of Travel Plans. The document supersedes the former '*Travel Planning for New Development in London: Incorporating Deliveries and Servicing*' (January 2012).
- 2.10 A summary from *Travel Planning Guidance November 2013* document is extracted as follows:

***“3. What should the travel plan contain?”***

*The overarching purpose of any travel plan should be to influence behaviour change and lead to use of more sustainable modes of travel and/or to reduce overall travel to/from the site. This is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site. Therefore, when preparing travel plans, their authors and local authority officers should consider the overarching purpose of the particular travel plan. Whilst the travel plan should be developed as a standalone document, it should aim to address any issues identified within the associated transport assessment (TA) for the development through the promotion of sustainable transport.”*

## **London Borough of Camden**

- 2.11 The Council has adopted a number of planning documents that (alongside The London Plan) form the 'development plan' for Camden. The draft local development plan remains under review, but when finalised, the plan will replace the current Core Strategy and Camden Development Policies documents as the basis for planning decision and future development in the borough.

- 2.12 At present, the Camden Local Development Framework includes the Camden Core Strategy (2010), Camden Development Policies (2010) and Supplementary Planning Documents.
- 2.13 Camden Planning Guidance 7 (GPG7) has been prepared to support the policies in the borough's Local Development Framework relating to transport. The guidance is therefore consistent with the Core Strategy and Development Policies, and forms a Supplementary Planning Document (SPD), replacing the Camden Planning Guidance 2006.
- 2.14 Section three of CPG7 directly addresses Travel Plans, with the principal aim of enabling a development to proceed *“without adverse impact on the transport system”*, with the requirements of the Travel Plan *“tailored to the specific characteristics of the site and the development”*
- 2.15 The Council offers general guidance for the use of Travel Plans in CPG7 (section 3.5) extracted herein:

*“Travel Plans are one way in which developments can contribute to meeting targets on traffic reduction and improving air quality. A Travel Plan is a package of measures, generally developed by employers or property managers, which is designed to reduce car use and promote greener forms of transport”.*

- 2.16 Further guidance is presented specifically for residential travel plans:

*Section 3.14*

*“Residential Travel Plans provide a key mechanism for ensuring that sustainable access is an integral feature of a development. Each one should form a holistic package of measures integrated into the design, marketing and occupation of the site rather than ‘retro fitted’ once the development is established. A residential travel plan provides a mechanism for setting out how the various parties (including the*

*developer and occupiers) can work together in partnership to encourage sustainable travel patterns.*

### *Section 3.15*

*Each residential Travel Plan is site specific, with detailed measures partly determined by site opportunities and constraints such as the location of existing public transport routes, health facilities and workplaces in the immediate area. A residential travel plan should include parking restraint, and should support walking, cycling and public transport use. A residential travel plan should include both hard measures, such as site-design, provision of infrastructure and new services, and soft measures such as marketing, promotion and awareness-raising among residents”.*

### *Section 3.16*

*The main objectives of a residential travel plan are to:*

- Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping. In some cases this will mean providing facilities that reduce the need to travel, such as a local shop;*
- Reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan;*
- Promote healthy lifestyles and sustainable, vibrant local communities;*
- Encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements;*
- Address specific problems identified in the site's Transport Assessment – for example, a road safety problem that prevents children or older people from gaining access to key facilities.”*

2.17 With several higher education institutions situated across the borough, planning policy in Camden recognises that young people and students make up a

significant proportion of households in Camden and as such outline specific guidance and policy pertaining to student house developments.

- 2.18 Camden Planning Guidance I (CPGI) has been prepared to support the policies in the borough's Local Development Framework relating to housing. Section 3 of CPGI relates specifically to 'Student Housing', outlining three key principles to consider in relation to development:

*"The location and design of student housing should:*

- Contribute to creating mixed and inclusive communities across the borough,*
- Serve higher education institutions in Camden or adjoining boroughs,*
- Provide a mix of unit types*

- 2.19 Core Strategy policy CS6 and Development Policy DP9 support student housing proposals. The relevant sections are extracted herein for ease of reference:

## **CS6 – Providing quality homes**

The Council will aim to make full use of Camden's capacity for housing by:

- a) maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017, including 4,370 additional self-contained homes;
- b) maximising the supply of additional housing over the entire plan period to meet or exceed a target of 8,925 homes from 2010-2025, including 6,550 additional self-contained homes;
- c) supporting the supply of additional student housing, bedsits and other housing with shared facilities providing this does not prejudice the Council's ability to meet the target for the supply of additional self-contained homes, the balance of uses in the area; and the quality of residential amenity or the character of the surrounding area;
- d) minimising the net loss of existing homes;
- e) regarding housing as the priority land-use of Camden's Local Development Framework.

**Policy DP9: Student housing, bedsits and other housing with shared facilities**

The Council will support development of housing with shared facilities (other than housing designated for older people, homeless people or vulnerable people) and student housing provided that the development:

- a) will not involve the loss of permanent self-contained homes;
- b) will not prejudice the supply of land for self-contained homes, or the Council's ability to meet the annual target of 437 additional self-contained homes per year;
- c) does not involve the loss of sites or parts-of-sites considered particularly suitable for affordable housing or housing for older people or for vulnerable people, particularly sites identified for such provision in our Camden Site Allocations Local Development Framework document;
- d) complies with any relevant standards for houses in multiple occupation (HMOs);
- e) will be accessible to public transport, workplaces, shops, services, and community facilities;
- f) contributes to creating a mixed and inclusive community, and
- g) does not create an over-concentration of such a use in the local area or cause harm to residential amenity or the surrounding area.

Student housing development should:

- h) serve higher education institutions based in Camden or adjoining boroughs;
- i) be located where it is accessible to the institutions it will serve; and
- j) include a range of flat layouts including flats with shared facilities.

The Council will resist development that involves the net loss of student housing unless either:

- k) adequate replacement accommodation is provided in a location accessible to the higher education institutions that it serves; or
- l) the accommodation is no longer required, and it can be demonstrated that there is no local demand for student accommodation to serve another higher education institution based in Camden or adjoining boroughs.

The Council will resist development that involves the net loss or self-containment of bedsit rooms or of other housing with shared facilities unless either:

- m) it can be demonstrated that the accommodation is incapable of meeting the relevant standards for houses in multiple occupation, or otherwise genuinely incapable of use as housing with shared facilities; or
- n) adequate replacement housing with shared facilities will be provided that satisfies criteria d), e) and f) above; or
- o) the development provides student housing that satisfies criteria d) to i) above; or
- p) the development provides self-contained social rented homes.

Where the Council is satisfied that a development involving the loss of student housing, bedsit rooms or other housing with shared facilities is justified, we will expect the development to provide an equivalent amount of residential floorspace for permanent housing in Use Class C3, including an appropriate amount of affordable housing, having regard to policy DP3.

2.20 The submission of this framework TP is in accordance with policy expectations at the local, regional and national level. The following section will directly address existing transport practices and the related accessibility of the site.











## 3.0 SITE ASSESSMENT & ACCESSIBILITY

### Accessibility Audit

- 3.1 In order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.
- 3.2 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.3 The level of available public transport at a point of interest in London is quantified and measured using TfL's PTAL model. Details on how PTAL scores are calculated are set out in TfL's 'Transport Assessment best practice guidance document'.
- 3.4 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.
- 3.5 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score.
- 3.6 The PTAL tool calculated the site to have a PTAI rating of 55.07 and a corresponding PTAL score of 6b. These PTAI and PTAL scores indicate an 'excellent' level of public transport service availability. The full PTAL assessment is presented in Appendix C of this report. TfL's PTAL table is extracted herein for ease of reference:

TfL Public Transport Accessibility Levels:

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

### Bus Connections

- 3.7 A total of 11 day time bus services with high hourly frequencies operate from stops within 600 metres of the site; the closest of these bus stops is situated adjacent to the British Library on Euston Road, 430 metres from the site. Table I summarises the 11 routes, outlining the principal stops and frequencies for each service.

Table 1: Local Bus Services & Frequencies

Bus Number	Route	Frequency <sup>1</sup>	Operator
59	Streatham Hill - Brixton - Kennington - Waterloo - Aldwych - Holborn - Euston - King's Cross	9	Arriva London
68	West Norwood - Herne Hill - Camberwell - Walworth - Elephant & Castle - Waterloo - Aldwych - Holborn - Euston	9	London Central
91	Crouch End - Holloway - King's Cross - Euston - Holborn - Aldwych - Trafalgar Square	9	Metroline
168	Hampstead Heath - Haverstock Hill - Camden Town - Euston - Holborn - Aldwych - Waterloo - Elephant & Castle - Old Kent Road <i>Tesco</i>	9	Arriva London
253	Hackney Central Station - Clapton - Stamford Hill - Finsbury Park - Holloway - Camden Town - Euston - Tottenham Court Road Station	12	Arriva London
73	Stoke Newington - Islington - King's Cross - Tottenham Court Road - Marble Arch - Victoria	18	Arriva London
476	Northumberland Park - Tottenham - Stamford Hill - Stoke Newington - Newington Green - Islington - King's Cross - Euston	8	London General
10	Hammersmith - Kensington - Marble Arch - Tottenham Court Road - Euston - King's Cross	10	London United
30	Hackney Wick - Hackney - Highbury - Islington - King's Cross - Euston - Baker Street - Marble Arch	8	Tower Transit
390	Archway - Brecknock Road - York Way - King's Cross - Euston - Tottenham Court Road - Marble Arch - Lancaster Gate - Notting Hill Gate	8	Metroline
205	Bow - Mile End - Whitechapel - Aldgate - Liverpool Street Station - Shoreditch - Angel - King's Cross - Euston - Marylebone Station - Paddington	8	Stagecoach London

Source: londonbusroutes.com

Note:

<sup>1</sup> Mondays to Fridays, vehicles per hour

3.8 In addition to the daily services outlined in Table 1, several routes run night bus services, with the N68, N91, N253, N73, N390 all connecting through the night.

3.9 A map and details of local bus stops and rail services in proximity to the site is presented in Figure 2 of this report. Nearby blue badge disabled parking is also indicated within figure 3.

## **Railway & London Underground Connections**

- 3.10 Both Euston and Kings Cross are less than ten minutes walk from the site. Both stations are within TfL Travelzone 1, and are interchangeable points for several different tube and rail lines.
- 3.11 Both stations are the terminus for frequent mainline train services which run to the midlands, north of England and Scotland. The HSI Eurostar link from St Pancras station adjacent to Kings Cross allows wider international connections, whilst government plans for HS2 and Crossrail 2 will bring greater and faster north-south and east-west links in the future.
- 3.12 Euston Station, just over 700 metres from the site operates both Northern and Victoria Line services. Kings Cross, just over 800 metres from the site is the biggest interchange station on the tube network serving six lines - Northern, Victoria, Circle, Hammersmith & City, Piccadilly, and Metropolitan.

## **Pedestrian Environment & Connectivity – Walking & Cycling**

- 3.13 Prior to the London Olympics in 2012, Phoenix Road was upgraded as part of the Olympic Route Network to respond to its role as a key east-west throughfare between Euston and St Pancras Station. In preparation for the influx of people, traffic calming measures were made to the road to improve pedestrian safety, a raised table and bollards at the junction of Chalton Street and Phoenix Road to slow traffic, in addition to a widened footpath.
- 3.14 Due to its position at a crossroads, there is good north-south and east-west permeability from the site to the wider area.
- 3.15 The footpaths in proximity to the site are sufficiently wide and largely in a good state of repair. Regular street lighting columns are present on both sides of Chalton Street and Phoenix Road, ensuring that the roads and pavements are well lit in the hours of darkness. A large information sign, complete with an area

map and street list is situated directly adjacent to the corner of the site where the two roads intersect.

- 3.16 Travel plans aim to promote cycling and the plethora of related benefits, both in terms of exercise, health and well-being, lowering emissions and reducing congestion.
- 3.17 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists. The wider cycle route network adjoining the application site is set out in TfL's Local Cycling Guide 7.
- 3.18 Within each guide, cycle routes are categorised as follows:
- Yellow – quieter routes recommended by cyclists
  - Light Blue – routes signed or marked for cyclists on a mixture of quiet and busier roads
  - Darker Blue – Cycle Superhighways
  - Green – off-road routes
  - Purple – Walking and cycling routes upgraded for the 2012 Olympics
  - Brown – Pedestrian routes that connect cycling sections (requires cyclists to dismount)
- 3.19 TfL's Cycle Guide 7, encompassing the area surrounding the application site, has been assessed and it demonstrates that the site is well served by 'yellow', 'light blue' and 'green' routes as defined by TfL, with a light blue route connecting just 80 metres from the site on the junction of Phoenix Road and Ossulston Street.
- 3.20 Due to its central location and proximity to surrounding universities, cycling is expected to be a prominent form of transport for tenants, and adequate provision of cycle parking will be provided.
- 3.21 There are not specific policy standards outlining cycle space provision for student dwelling houses. As such, the development has sought to apply

BREEAM standards needed to achieve an 'excellent' rating, meaning the standards of 1 bike per 10 staff and 1 bike per 2 residents, in addition to one space per 10 staff for both the A3 Cafe space and D1 space.

- 3.22 The secure cycle storage provision will be located in the basement, accessible via the passenger lift, with a 'Josta' style two tier stacking system proposed to accommodate the bicycles. A drawing of the proposed cycle storage is presented in Appendix D.
- 3.23 There is also a docking station with up to 18 Santander Cycles on Doric Way, just five minutes' walk from the site.

### **Vehicle Provision**

- 3.24 All of Somers Town is in parking zone CA-G which has on street parking restrictions during the week. Due to the high public transport accessibility combined with the demographic of tenants, the development is set to be car free with no parking provided.

## 4.0 TRIP GENERATION FORECASTS

### Census Data Review

- 4.1 At this stage, the development is not completed and as such it is not possible to conduct a baseline travel survey in order to present trip data
- 4.2 In order to predict the travel behaviour of the future residents of the development site, London borough and wider London region census data has been obtained from the Office for National Statistics. The 'Method of travel to work' data for the working population of both the ward and the borough will give an indication as to the likely travel behaviour of future residents at the site.
- 4.3 Table 2 below presents a comparison between the 'Method of Travel to Work' statistics for Camden as a borough alongside the rest of London

Table 2. Method of Travel to Work Census Data

Method of Travel to Work (QS701EW) 2011	Camden 022		Camden		London	
	Specific Area		Whole Borough		Region	
	Count	%	Count	%	Count	%
Underground	619	22	37305	37	902263	24
Train	173	6	7089	7	532720	14
Bus, Minibus or Coach	702	25	16076	16	561605	15
Taxi	26	1	770	1	20314	1
Motorcycle, Scooter or Moped	27	1	1237	1	45976	1
Driving a Car or Van	276	10	10904	11	1120826	30
Passenger in a Car or Van	15	1	793	1	69659	2
Bicycle	137	5	7072	7	161705	4
On Foot	770	28	17641	18	352612	9
Other Method of Travel to Work	24	1	1095	1	28538	1
Total	2769	100	99982	100	3796218	100

Source: Office for National  
 Statistics

- 4.4 The table demonstrates that there are a higher proportion of people in Camden using public transport to commute to work than the London average. Significantly less people in Camden drive a car or van to work, with around 11% in Camden compared to the London average of 30%. In the Somers Town area

of Camden which encompasses the development site, the largest proportion of people travel to work on foot, followed by both bus and underground, demonstrating the strong accessibility of the area.

- 4.5 As a borough, Camden is committed to a reduction in parking availability and car use in favour of public transport, walking and cycling. This is corroborated in the Core Strategy (2010), with an emphasis on limiting parking and simultaneously promoting sustainable transport choices extracted herein for ease of reference:

*"The Council will continue to limit the amount of parking available for private cars. This represents a key part of our approach to addressing congestion, promoting sustainable transport choices, and facilitating the delivery of pedestrian and cycle improvements by maximising the amount of public space available to provide new walking and cycling facilities. Our approach to car parking will seek car-free development in the most accessible parts of the borough"*

- 4.6 The ethos of the Core Strategy is echoed in CPG7, with the council strongly advocating travel plans for residential development, specifying that residential travel plans *"should include parking restraint, and should support walking, cycling and public transport use"*.



## 5.0 OBJECTIVES, MANAGEMENT, MEASURES & ACTION PLAN

5.1 The developer, The Findlay Estate Company Limited, is committed to reducing the impact of the development through the implementation of a TP.

### Objectives

5.2 The TP has three main objectives:

- *To promote active travel, increasing the number of student residents walking and cycling from the site, year on year.*
- *To educate and raise awareness of the environmental and health benefits of choosing sustainable travel alternatives to the car.*
- *To minimise congestion and pollution within the local area by maintaining a car-free development.*

5.3 The benefits of implementing a TP include:

- *A reduction in traffic movements and limits upon parking within or around the site*
- *The establishment of safer walking and cycling routes and the development of personal road safety skills*
- *Improved health and fitness through walking and cycling, reducing risk of sedentary illness and obesity*
- *Educating on healthier, sustainable travel alternatives and the benefit to the local environment*
- *Generating good publicity and strengthening the attractiveness of the site to residents and prospective future tenants*
- *Financial savings for residents and employees through reduced travel costs.*

5.4 The aims and operations of the TP will be targeted at the site as a whole, encompassing current and future resident as well as visitor travel behaviour.

## Management

- 5.5 The first stage of the TP process will be the appointment of a Travel Plan Coordinator (TPC). This would be done prior to the development being brought into use by a designating member of the staff for the whole site itself. This could be a member of staff in either a part-time or full-time security concierge role, supported by a 'Travel Plan Champion' acting as a link for the employees in the retained D1 use and proposed Cafe.
- 5.6 The TPC would be responsible for the long term management of the TP.
- 5.7 It will be the duty of the TPC to manage the development, implementation, monitoring and review process of the TP. The role of the TPC is likely to include:
- Consulting with student residents at 42 Phoenix Road across all floors
  - Outlining and communicating transport sustainability commitments of the development,
  - Preparing and maintaining Travel Plan documents,
  - Collating and distributing up-to-date information to residents and employees concerning the Travel Plan and available travel options,
  - Promoting and marketing sustainable travel modes,
  - Arranging / commissioning effective implementation of travel surveys and site assessments,
  - Acting as a point of contact for all residents requiring travel plan information,
  - Preparing the annual monitoring report,
  - Liaising with the local authority.
- 5.8 In essence then, it will be the responsibility of the TPC to realise the fundamental objectives of the TP. It will also be the responsibility of any outgoing TPC to ensure a newly appointed TPC understands the Coordinator's responsibilities to ensure effective continuity of the TP.

- 5.9 It may be that the TPC role is shared amongst members of staff to ensure that all objectives are met and monitored.

### Measures

- 5.10 The background work for the TP objectives will include some or all of the following tasks

- Organise cycle and pedestrian training
- Ensure on-site cycle facilities are publicised and well maintained
- Set up a policy to ensure that the cafe uses sustainable transport for offsite trips and where possible, for deliveries
- Prepare and distribute 'travel information' packs to residents on how to get to the site by sustainable modes of transport
- Display travel information posters in communal areas within the building and the individual units
- Ensure information on halls of residence websites includes a link to the TP and that information on walking, cycling, public transport (including a link to TfL's 'online journey planner' or 'Citymapper') and the travel plan objectives are viewable.

- 5.11 The 'travel information' packs will be distributed to residents upon occupation of the new premises and would contain the following information by travel mode:

### *Public Transport*

- *Provide information on all local public transport services including the service and service providers, links to the Council / TfL's website, timetables and route maps, the location of all service access points shown on a map.*

### *Cycling*

- *Provide information on cycle routes including a copy of TfL's Local Cycling Guide 3 and links to the Sustrans website, information on safe cycling and bicycle care / maintenance, details of on-site facilities such as the location and access to cycle parking spaces, details of tax efficient bicycle purchase schemes.*

### *Walking*

- *Identify safe walking routes as shown on a map including the location of nearby public transport and general amenities.*

5.12 It will be the responsibility of the TPC to ensure that this information, together with TP promotional posters, are produced and distributed / displayed in communal areas of the units.

5.13 The following TP measures are split into two categories, 'hard' measures and 'soft' measures. These set out as follows:

#### ***'Hard' Measures – Site Design***

5.14 It should be recognised that many physical aspects of the design of the proposed development will influence travel patterns, most significantly through the development's proposition to be 'car-free', thus prohibiting dependence on the private car from the outset. The hard engineering measures that will be incorporated into the design of the development are set out as follows:

1. Within and around the site, the pedestrian environment will continue to be of high quality with the provision of well lit pavements bordering the site, and the retention of a hard-standing map outlining pedestrian and cycle routes within the borough.
2. Adequate cycle parking will be provided on-site and will be provided in accordance with the Council's minimum requirements.

### *'Soft Measures' – Marketing, Management & Promotion*

5.15 The management, marketing and promotion of the TP are key to its success. A number of tasks will be carried out to ensure that the TP is promoted effectively. The TPC will oversee the completion of these actions. The soft measures that will be employed are detailed as follows:

1. A travel information page will be set up on the website link for the accommodation; this will include details of the TP, information on accessibility to the site by all modes of travel and links to the TfL journey planner and 'citymapper' sites.
2. An electronic version of the travel information pack will be set up on the accommodation website, with additional hard copies available from the TPC.
3. Each resident will be provided with a travel information welcome pack, the pack will contain details of the cycling, walking and public transport routes to the site plus current timetables and route maps for local bus and rail services. A key role of the travel plans will be to raise awareness of the TP objectives.
4. Travel information will also be supplied on notice boards on communal areas within each unit.
5. The TPC will offer personalised travel planning advice for student residents who wish to take up this offer.

5.16 Additional measures may be set once the proposed new units on the site are fully operational. The measures would be based on site specific issues and circumstances. Additional measures would form part of the annual travel plan reviews discussed later in this report.

### **Action Plan**

5.17 A summary of the programme of target dates, roles and responsibilities is presented in Table 3.

Table 3. Travel Plan Framework; Action Plan

Action	Target	Date	Funding	Indicator	Responsibility
Appointment of the Travel Plan Coordinator (TPC)	Role fulfilled by a senior management member/transport professional	Prior to occupation	Developer / Unit operators	Appointment of Instruction sent to TPC; TPC to contact Camden Council	Developer / Unit operators
Provision of 'hard' engineering measures (cycle parking etc)	Cycle parking provision to be provided in accordance with the approved site plan	Prior to occupation	Developer	Completion of cycle parking provision	Developer
Production of 'Travel Information Leaflet'	Issue of leaflet to every tenant upon occupation of the new residencies, and staff member of the development	Upon occupation	Developer / Unit operators	TPC to confirm in the Final Travel Plan that leaflets were distributed	TPC
Travel awareness webpage set-up on accommodation website	To include travel information, links to TfL journey planner, electronic copy of travel leaflet	Upon occupation	Developer / Representatives from each of four Unit Operators	Webpage goes live	Unit operators / TPC
TPC duties carried out	Personalised journey planning, walk/cycle to work / university week, etc	Upon occupation and ongoing	Developer / Unit operators	Final Travel Plan and monitoring reports to include information on TPC duties / results	TPC
Undertake post-occupation travel survey	Aim to achieve an 80% staff and visitor response rate	Within 6 months of occupation of the new units	Developer / Unit operators	Receipt of survey results	TPC
Submit Final Travel Plan for approval to the local Council	Inclusive of baseline resident, staff and visitor travel survey results	Within one month of carrying out the baseline survey	Developer / Unit operators	Email correspondence with the Borough's Travel Plan Officer	TPC
Agree SMART targets for active travel	Target subject to negotiations with the Council	1 month following submission of baseline surveys	Developer / Unit operators	Receipt of written agreement of targets	TPC
Undertake 1st Yearly review	Analyse the effectiveness of marketing, measurements and targets	12-15 months from Occupation	Unit operators	Minutes of meeting with operators	Unit operators / TPC
Achieve SMART travel mode split targets	Achieve agreed target values	5 Years after post-occupancy travel survey completed	Developer / Unit operators	Monitoring surveys conducted annually post-occupation of the new units	TPC

## 6.0 TARGETS, MONITORING & REVIEW

### Targets

- 6.1 Whilst it is not possible to collate and analyse firm patterns of resident travel prior to occupation of the site, it is possible to infer travel trends and subsequently outline clear targets as to how the site as part of the wider borough should aim to operate
- 6.2 The final TP modal shift targets would be formulated once data from the post occupancy baseline travel mode survey has been analysed and would be agreed between the TPC and the Council's Travel Plan Officer. The targets would be SMART (specific, measurable, achievable, realistic, and time-bound).

Specific – the targets aim to specifically (not exclusively) promote walking and cycling to those students travelling to university and colleges within a reasonable distance of the site. Those that can combine public transport travel will be actively encouraged.

Measurable – the targets are measurable, and are considered alongside the overall travel patterns for Camden and measures that are considered reasonable for a site within the borough. This will be subject to an initial travel survey at the occupancy of the site, and subsequent review surveys to be performed at key intervals over a specified number of years, suggested to be five.

Achievable and Realistic – the targets are considered to be achievable and not overbearing, and will be subject to review after an initial travel survey is obtained.

Time-bound – the travel plan will have a suggested five year timeframe, with surveys and targets required at yearly intervals. Thereafter, the site will continue to observe the general aims and objectives of the Travel Plan.

6.3 The initial TP targets are as follows:

- *To increase the number of walking and cycling trips by residents by 5% within 1 year of occupation, by 15 % within 3 years of occupation and by 20% within 5 years of occupation*
- *To promote and provide personalised travel planning to all residents and staff within the development.*

6.4 The monitoring strategy to review whether targets are being met, and whether the proposed measures are effective, is set out in the following section.

### **Monitoring**

6.5 The TP will be continually monitored through resident and visitor travel surveys. A resident's and visitor travel survey will be carried out within 6 months of the new development being occupied, the survey would be organised and carried out by the TPC with the full support of the management and residents.

6.6 It would also be the responsibility of the TPC to collate and send the results of the post occupancy baseline survey to the Council for review as part of the ongoing Travel Plan, and to discuss and agree future SMART targets with the Council's Travel Plan Officer.

6.7 Thereafter, it is proposed that at years 1, 3 and 5, the site designated TPC will prepare a Travel Plan Monitoring Report to be submitted to the Council. The Monitoring Reports will form the basis of the Travel Plan review.

6.8 The Travel Plan Monitoring Report shall contain information detailing how the measures have been implemented, comments on whether or not the agreed targets are being met, relevant recommendations on improvements and copies of all literature produced to the date of the report designed to encourage residents to travel 'actively' where possible.



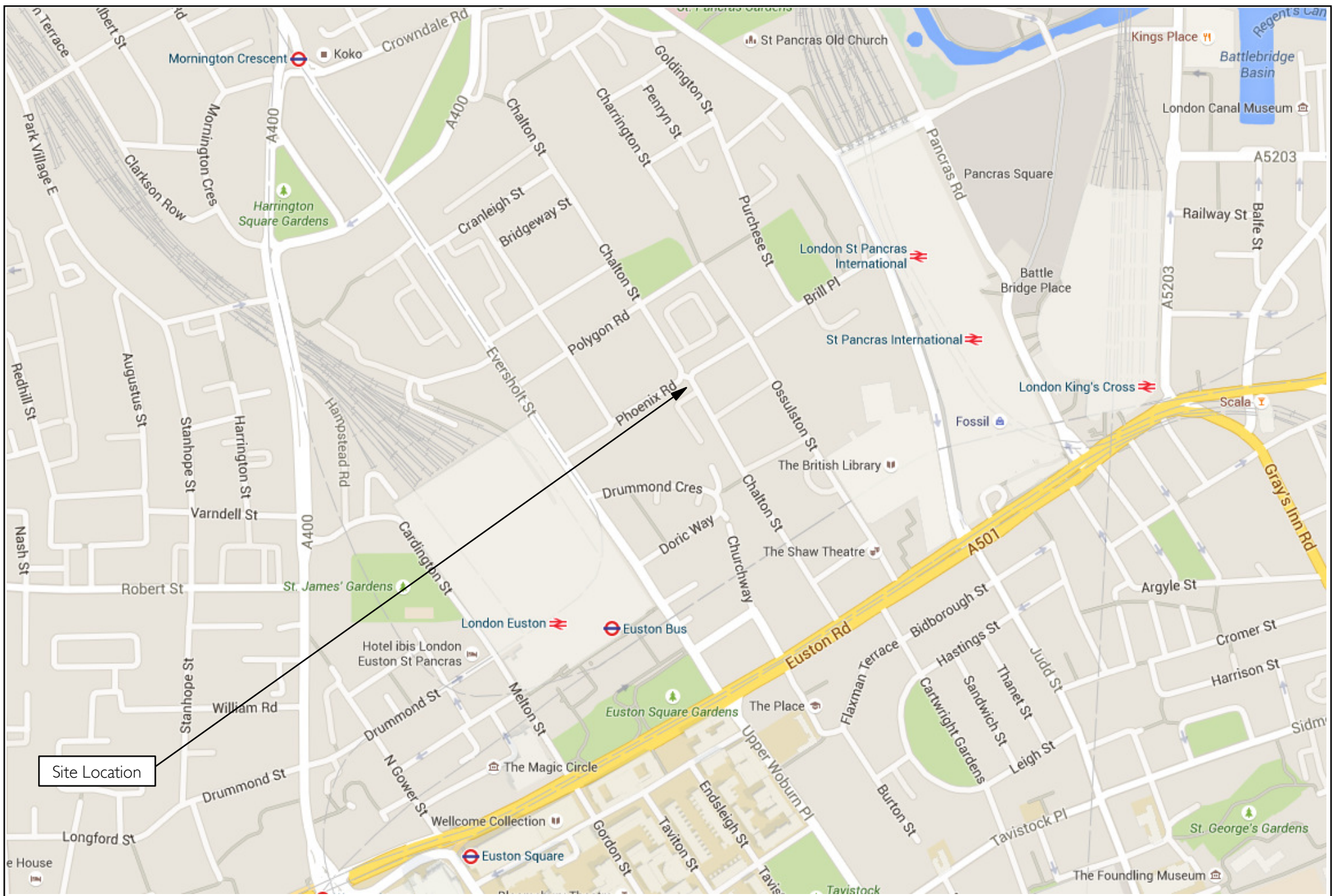
## 7.0 QUALITY CONTROL

- 7.1 All TP's require a certain degree of quality control in order that compilers and officers can ensure that a sound report has been prepared
- 7.2 TfL's *Travel Planning Guidance November 2013* suggests one fundamental method for ensuring that a report meets the required standards; the use of the ATTrBuTE Travel Plan assessment tool.
- 7.3 ATTrBuTE is an online TP assessment tool for London. ATTrBuTE comprises a series of questions designed to test the extent to which a TP has been prepared in accordance with national and regional guidance and best practice. Users of ATTrBuTE are required to input responses to a number of key questions which in turn generate the questions / criteria relevant to the type of development to which the TP relates.
- 7.4 The final page of ATTrBuTE assessment gives a score for the plan: if the score passes ATTrBuTE and includes all essential criteria, the TP meets the requirements as set out in the guidance.
- 7.5 This document has been deemed to have passed its ATTrBuTE assessment by the compiler; the results of the assessment are shown in Appendix E.

## 8.0 SUMMARY

- 8.1 To summarise, the development at 42 Phoenix Road, Camden, will provide 18 student apartments totalling 58 bed spaces in addition to a retained ancillary D1 use space, and A3 cafe on the ground floor and lower ground floors. The development is proposed to be car-free.
- 8.2 The developer, The Findlay Estate Company Limited, is committed to reducing the traffic impact of the development through the implementation of a TP.
- 8.3 The site is situated within an area where public transport and sustainable transport links are readily accessible, illustrated by accreditation with an 'excellent' PTAL rating of 6b. The mainline railway terminus' of Euston and Kings Cross, in addition to a plethora of tube connections and bus services will be heavily promoted to residents, staff and to an extent, visitors as part of the TP.
- 8.4 Thorough and regular monitoring of the scheme will identify targets, and assess the extent to which they are being reached over the life of the scheme. The reporting of the progress will be carried out in consultation with the Council's Travel Plan Officer.
- 8.5 It is the overarching aim of this framework TP to influence travel behaviour upon occupation, and to further increase the levels of walking and cycling from the site by residents, staff and visitors over the first years of the travel plan and thereafter to continue to aim for further reductions.
- 8.6 The TP will be implemented prior to occupation of the new units.
- 8.7 The design of the building, inclusive of secure cycle parking, and its location amidst a range of transport hubs is considered by this assessment in terms of transport potential to strongly represent a vanguard sustainable residential development.

## FIGURES



Date: 04-July-2015  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: PI359/TP/01



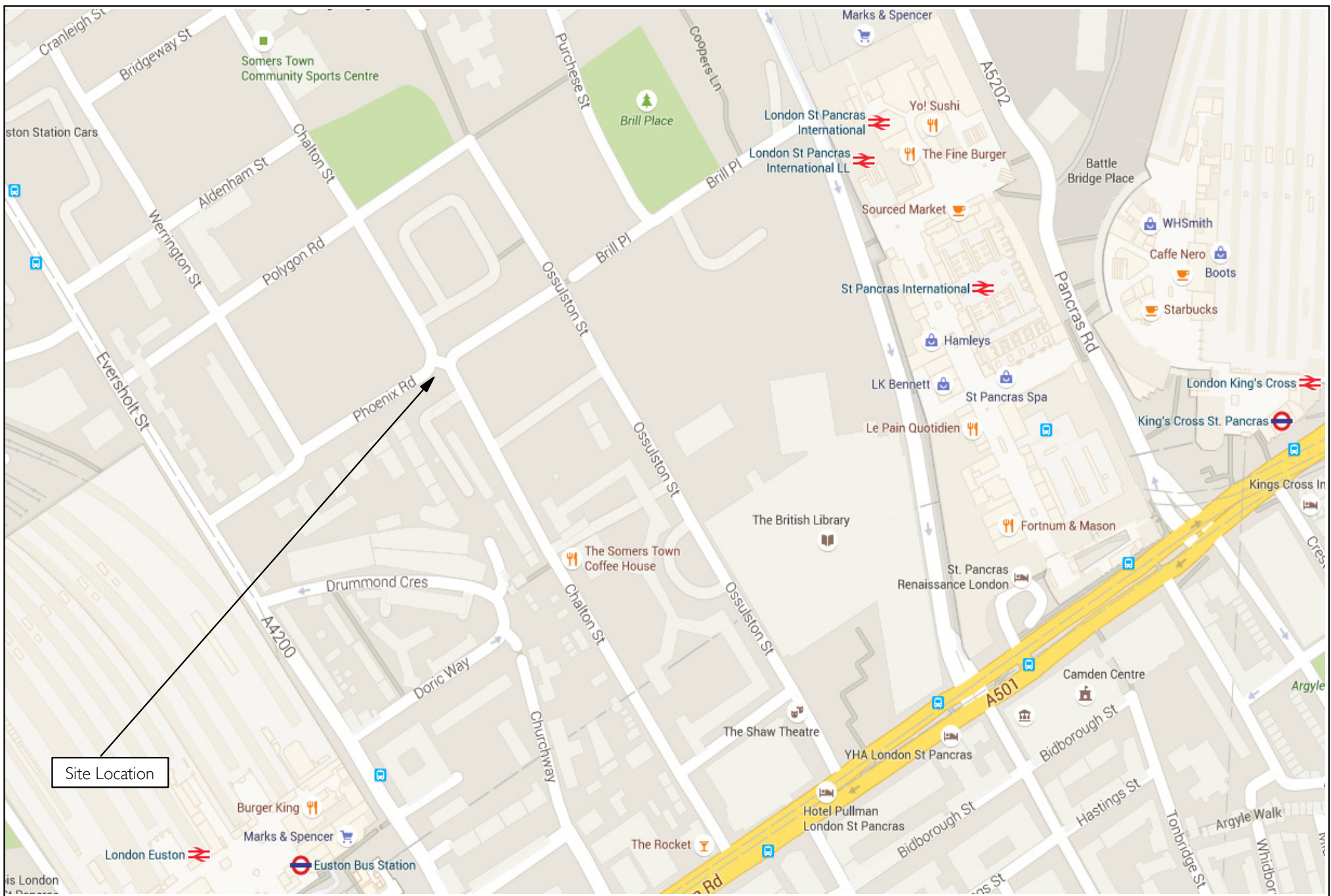
PI 359: 42 PHOENIX ROAD, CAMDEN, NW1 1TA

Figure 1  
 Site Location



PAUL MEW ASSOCIATES  
 TRAFFIC CONSULTANTS





Date: 02-July-2015  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: PI359/TP/02



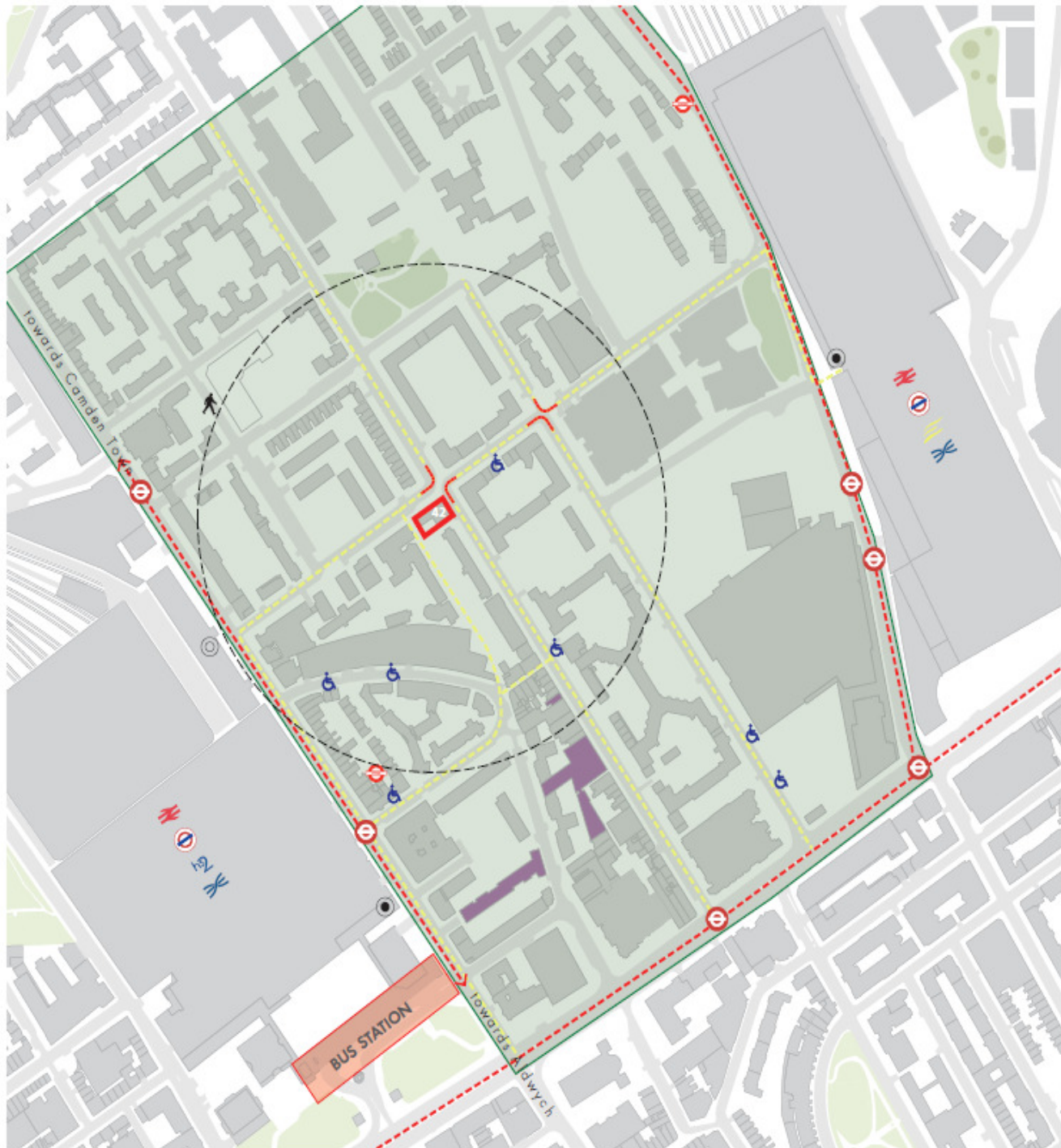
PI359: 42 PHOENIX ROAD, CAMDEN, NW1 1TA

Figure 2  
 Site Accessibility



PAUL MEW ASSOCIATES  
 TRAFFIC CONSULTANTS

-  station entrance
-  future station entrance
-  bus stop
-  Santander cycles
-  Residents parking mon-fri 8.30-18.30
-  key bus routes
-  key road routes
-  walking circle
-  blue badge parking space
-  traffic calming from Olympics



## APPENDIX A

### Site Boundary

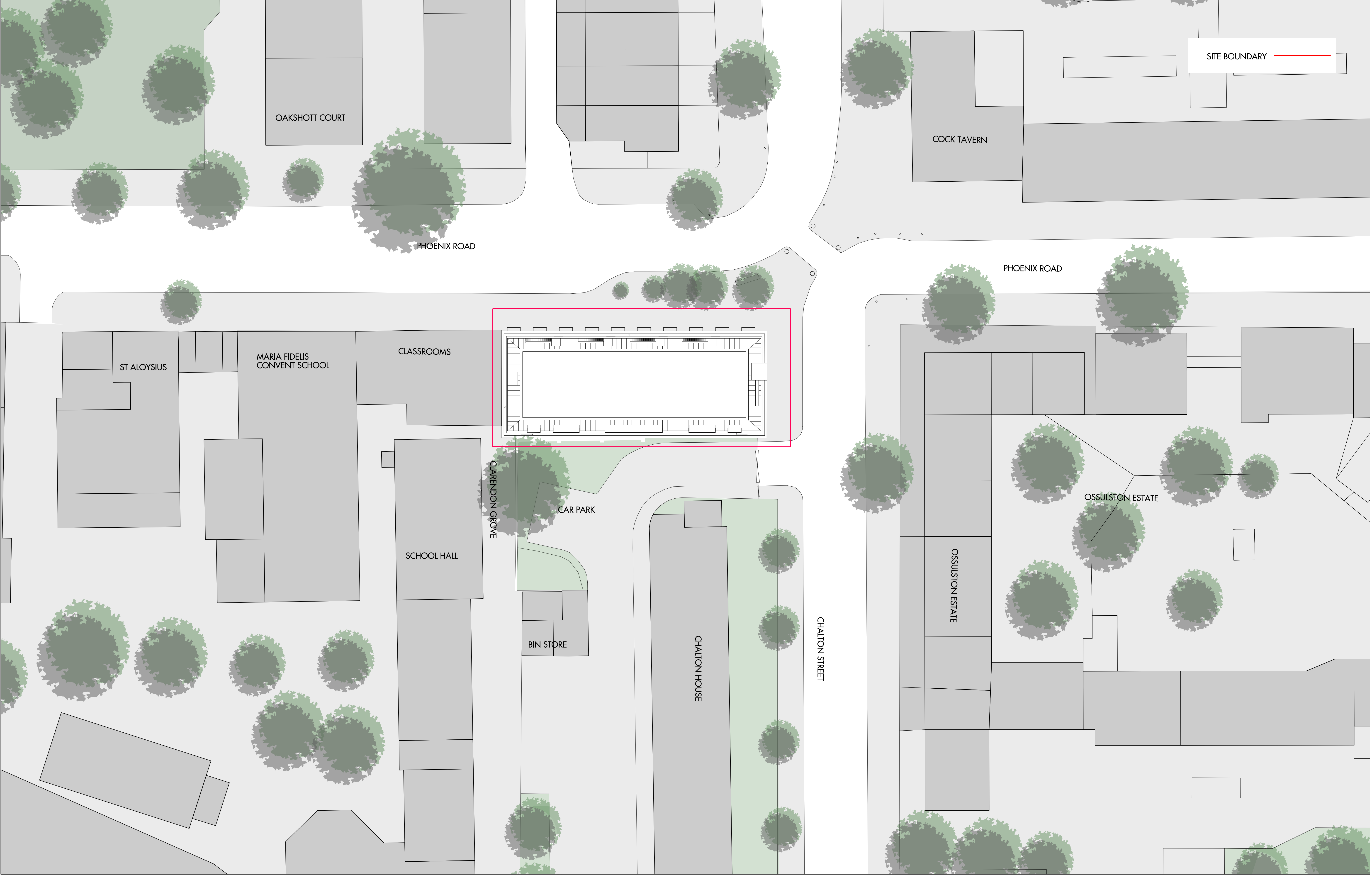






## APPENDIX B

### Site Plan

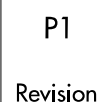


Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. Boundaries are indicative only and are to be verified by others. The architect must be notified of any discrepancy. Where building components are described in the specification as contractor designed, "construction" information relating to those components on this drawing represents design intent only

REV	DATE	DESCRIPTION	CKD	REV	DATE	DESCRIPTION	CKD	REV	DATE	DESCRIPTION	CKD	REV	DATE	DESCRIPTION	CKD
P1	2015.06.11	For information													

Alies and Morrison  
85 Southwark Street  
London SE1 0HX  
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info@aliesandmorrison.com  
A&M JOB NO: 988

42 PHOENIX ROAD  
PROPOSED SITE PLAN  
PLANNING APPLICATION  
988\_07\_050  
SCALE 1:200@A1 1:400@A3  
All Intellectual Property Rights Reserved





P1

Revision

## APPENDIX C

### TfL PTAL Output File

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run	20152306151200
Description	20152306151200
Run by user	PTAL web application
Date and time	23/06/2015 15:12

## Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75
Coordinates: 529712, 182996	

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	UPPER WOBURN PLACE EUSTON R BRITISH LIBRARY	59	430.15	9.0	0.5	5.38	5.33	10.71	2.8	1.4
BUS	EVERSHOLT ST ALDENHAM RD EUSTON R BRITISH LIBRARY	168	545.72	9.0	0.5	6.82	5.33	12.15	2.47	1.23
BUS	EVERSHOLT ST ALDENHAM RD EUSTON R BRITISH LIBRARY	253	545.72	12.0	0.5	6.82	4.5	11.32	2.65	1.32
BUS	EUSTON R BRITISH LIBRARY	73	430.15	18.0	1.0	5.38	3.67	9.04	3.32	3.32
BUS	EUSTON R BRITISH LIBRARY	476	430.15	7.5	0.5	5.38	6.0	11.38	2.64	1.32
BUS	EUSTON R BRITISH LIBRARY	10	430.15	10.0	0.5	5.38	5.0	10.38	2.89	1.45
BUS	EUSTON R BRITISH LIBRARY	30	430.15	7.5	0.5	5.38	6.0	11.38	2.64	1.32
BUS	EUSTON R BRITISH LIBRARY	390	430.15	8.0	0.5	5.38	5.75	11.13	2.7	1.35
BUS	EUSTON R BRITISH LIBRARY	205	430.15	8.0	0.5	5.38	5.75	11.13	2.7	1.35
LU LRT	Euston	Northern Line Kennington to Edgware	715.6	5.0	0.5	8.95	6.75	15.7	1.91	0.96



LU LRT	Euston	Northern Line High Barnet to Morden	715.6	9.0	0.5	8.95	4.08	13.03	2.3	1.15
LU LRT	Euston	Victoria Line Seven Sisters to Brixton	715.6	11.7	0.5	8.95	3.31	12.26	2.45	1.22
LU LRT	Euston	Victoria Line Brixton to Walthamstow Central	715.6	15.7	1.0	8.95	2.66	11.61	2.58	2.58
LU LRT	Euston	Northern Line Mill Hill East to Kennington	715.6	4.3	0.5	8.95	7.73	16.67	1.8	0.9
LU LRT	Euston	Northern Line Morden to Mill Hill East	715.6	1.0	0.5	8.95	30.75	39.7	0.76	0.38
LU LRT	Euston	Northern Line Edgware to Morden	715.6	9.7	0.5	8.95	3.84	12.79	2.35	1.17
LU LRT	Euston	Northern Line Edgware to Morden	715.6	8.3	0.5	8.95	4.36	13.31	2.25	1.13
LU LRT	Euston	Northern Line High Barnet to Kennington	715.6	5.4	0.5	8.95	6.31	15.25	1.97	0.98
LU LRT	Euston	Northern Line Morden to High Barnet	715.6	3.7	0.5	8.95	8.86	17.8	1.69	0.84
LU LRT	Euston	Northern Line Morden to Mill Hill East	715.6	2.7	0.5	8.95	11.86	20.81	1.44	0.72
LU LRT	Kings Cross	Metropolitan Line Croxley to Aldgate	804.28	0.3	0.5	10.05	100.75	110.8	0.27	0.14
LU LRT	Kings Cross	Metropolitan Line Aldgate to Wembley Park	804.28	1.0	0.5	10.05	30.75	40.8	0.74	0.37
LU LRT	Kings Cross	Metropolitan Line Uxbridge to Aldgate Circle Line	804.28	6.3	0.5	10.05	5.51	15.57	1.93	0.96
LU LRT	Kings Cross	Hammersmith (H&C Line) to Edgware Road (Circle Line)	804.28	6.0	0.5	10.05	5.75	15.8	1.9	0.95
LU LRT	Kings Cross	Metropolitan Line Aldgate to Watford	804.28	4.0	0.5	10.05	8.25	18.3	1.64	0.82
LU LRT	St.Pancras	Metropolitan Line Amersham to Aldgate	804.28	3.0	0.5	10.05	10.75	20.8	1.44	0.72
LU LRT	Kings Cross	Hammersmith and City Line) to Barking	804.28	6.0	0.5	10.05	5.75	15.8	1.9	0.95
LU LRT	Kings Cross	Metropolitan Line Watford to Aldgate	804.28	2.3	0.5	10.05	13.79	23.85	1.26	0.63
LU LRT	Kings Cross	Metropolitan Line Chesham to Aldgate	804.28	0.7	0.5	10.05	43.61	53.66	0.56	0.28
LU LRT	Kings Cross	Metropolitan Line Aldgate to Harrow-on-the-Hill	804.28	2.3	0.5	10.05	13.79	23.85	1.26	0.63
LU LRT	Kings Cross	Piccadilly Line Ruislip to Arnos Grove	804.28	1.3	0.5	10.05	23.83	33.88	0.89	0.44
LU LRT	Kings Cross	Piccadilly Line Oakwood to Rayners Lane	804.28	0.7	0.5	10.05	43.61	53.66	0.56	0.28
LU LRT	Kings Cross	Piccadilly Line Cockfosters to Heathrow	804.28	6.0	0.5	10.05	5.75	15.8	1.9	0.95
LU LRT	Kings Cross	Terminal 4	804.28	1.3	0.5	10.05	23.83	33.88	0.89	0.44
LU LRT	St.Pancras	Piccadilly Line Rayners Lane to Cockfosters	804.28	2.7	0.5	10.05	11.86	21.91	1.37	0.68
LU LRT	Kings Cross	Piccadilly Line Oakwood to Uxbridge	804.28	0.7	0.5	10.05	43.61	53.66	0.56	0.28
LU LRT	Kings Cross	Piccadilly Line Rayners Lane to Arnos Grove	804.28	1.3	0.5	10.05	23.83	33.88	0.89	0.44
LU LRT	St.Pancras	Piccadilly Line Arnos Grove to Northfields	804.28	2.3	0.5	10.05	13.79	23.85	1.26	0.63
LU LRT	St.Pancras	Piccadilly Line Heathrow Terminal 4 to Arnos Grove	804.28	2.0	0.5	10.05	15.75	25.8	1.16	0.58

LU LRT	Kings Cross	Piccadilly Line Uxbridge to Cockfosters	804.28	2.7	0.5	10.05	11.86	21.91	1.37	0.68
LU LRT	Kings Cross	Piccadilly Line Cockfosters to Heathrow T5	804.28	6.0	0.5	10.05	5.75	15.8	1.9	0.95
LU LRT	Kings Cross	Piccadilly Line Amos Grove to Uxbridge	804.28	1.3	0.5	10.05	23.83	33.88	0.89	0.44
LU LRT	Kings Cross	Piccadilly Line Oakwood to Ruiship	804.28	0.7	0.5	10.05	43.61	53.66	0.56	0.28
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to LUTON	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to MOORGATE	840.9	2.6	0.5	10.51	12.29	22.8	1.32	0.66
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to MOORGATE	840.9	0.67	0.5	10.51	45.53	56.04	0.54	0.27
NATIONAL_RAIL	St Pancras Domestic	ST ALBANS BR to WEST NORWOOD BR	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to LONDON BLACKFRIARS	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	DOVER PRIORY to St Pancras Domestic	840.9	1.33	0.5	10.51	23.31	33.82	0.89	0.44
NATIONAL_RAIL	St Pancras Domestic	LUTON to MOORGATE	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	St Pancras Domestic to MARGATE	840.9	1.0	0.5	10.51	30.75	41.26	0.73	0.36
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to ST ALBANS BR	840.9	1.33	0.5	10.51	23.31	33.82	0.89	0.44
NATIONAL_RAIL	St Pancras Domestic	SELHURST to ST ALBANS BR	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	SUTTON (SURREY) to ST ALBANS BR	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	St Pancras Domestic to FEVERSHAM	840.9	2.0	0.5	10.51	15.75	26.26	1.14	0.57
NATIONAL_RAIL	St Pancras Domestic	Ebbw Vale to St Pancras Domestic	840.9	1.33	0.5	10.51	23.31	33.82	0.89	0.44
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to LUTON	840.9	0.67	0.5	10.51	45.53	56.04	0.54	0.27
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to LUTON	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to BEDFORD MIDLAND	840.9	0.6	0.5	10.51	50.75	61.26	0.49	0.24
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to BEDFORD MIDLAND	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to MOORGATE	840.9	1.0	0.5	10.51	30.75	41.26	0.73	0.36
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to BRIGHTON	840.9	2.0	0.5	10.51	15.75	26.26	1.14	0.57
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to SUTTON (SURREY)	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	BROADSTAIRS to St Pancras Domestic	840.9	1.0	0.5	10.51	30.75	41.26	0.73	0.36
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to ST ALBANS BR	840.9	1.0	0.5	10.51	30.75	41.26	0.73	0.36
NATIONAL_RAIL	St Pancras Domestic	ST ALBANS BR to MOORGATE	840.9	0.67	0.5	10.51	45.53	56.04	0.54	0.27
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to BEDFORD MIDLAND	840.9	0.33	0.5	10.51	91.66	102.17	0.29	0.15
NATIONAL_RAIL	St Pancras Domestic	LUTON to MOORGATE	840.9	0.67	0.5	10.51	45.53	56.04	0.54	0.27
NATIONAL_RAIL	St Pancras Domestic	BLETCHELY to LONDON EUSTON BR	715.6	1.0	0.5	8.95	30.75	39.7	0.76	0.38
NATIONAL_RAIL	St Pancras Domestic	Rugby to LONDON EUSTON BR	715.6	0.33	0.5	8.95	91.66	100.6	0.3	0.15

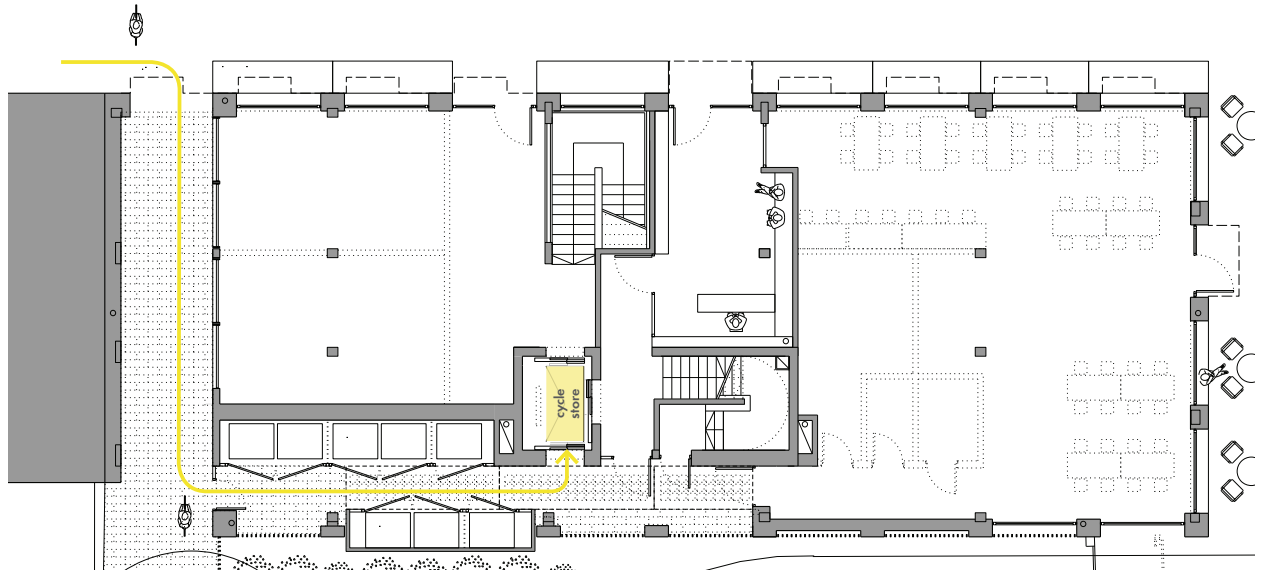


NATIONAL_RAIL	LONDON	LONDON EUSTON BR	715.6	2.0	0.5	8.95	15.75	24.7	1.21	0.61
NATIONAL_RAIL	LONDON	MILTON KEYNES CENTRAL to LONDON EUSTON BR	715.6	1.3	0.5	8.95	23.83	32.77	0.92	0.46
NATIONAL_RAIL	LONDON	LONDON EUSTON BR to WATFORD JUNCTION	715.6	3.0	1.0	8.95	10.75	19.7	1.52	1.52
NATIONAL_RAIL	LONDON	LONDON EUSTON BR to LONDON EUSTON WATFORD JUNCTION BR	715.6	0.33	0.5	8.95	91.66	100.6	0.3	0.15
NATIONAL_RAIL	LONDON	LONDON WELWYN GARDEN CITY to LONDON KINGS CROSS BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS LETCHWORTH to LONDON KINGS CROSS BR	804.28	0.67	0.5	10.05	45.53	55.58	0.54	0.27
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS Cambridge to LONDON KINGS CROSS BR	804.28	2.3	0.5	10.05	13.79	23.85	1.26	0.63
NATIONAL_RAIL	LONDON	LONDON WELWYN GARDEN CITY to LONDON KINGS CROSS BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON ROYSTON HERTS to LONDON KINGS CROSS BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS WELWYN GARDEN CITY to LONDON BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS CITY to LONDON BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS LETCHWORTH to LONDON KINGS CROSS BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS BR	804.28	0.33	0.5	10.05	91.66	101.71	0.29	0.15
NATIONAL_RAIL	LONDON	LONDON KINGS CROSS BR	804.28	2.0	0.5	10.05	15.75	25.8	1.16	0.58

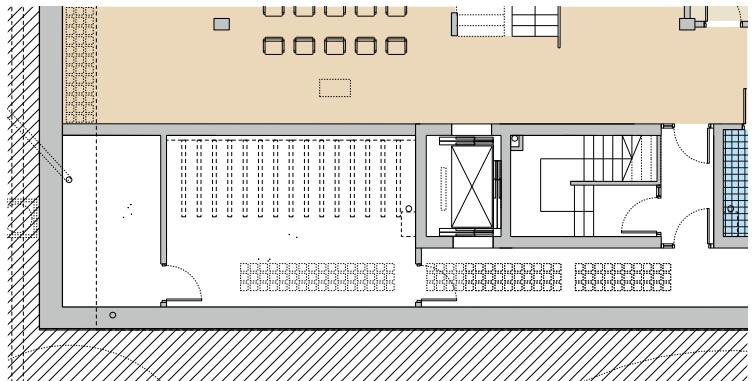
Total AI for this POI is 55.07.  
PTAL Rating is 6b.

## APPENDIX D

### Proposed Cycle Storage



Cycle Strategy



Josta style 2 tier bike stacking suggested in the basement

## APPENDIX E ATTrBuTE Assessment

# ATTrBuTe

Travel plan name	42 Phoenix Road
Planning application reference number	2014/5841
Name of travel plan author	Thomas Edwards
Email address of travel plan author	thomas.edwards@pma-traffic.co.uk
Telephone number of travel plan author	02087800426
Name of travel plan assessor	Camden Borough Highways Officer
Job title/role of travel plan assessor	
Plan Type	

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The development		7/7
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
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Does the travel plan include... a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	NONE	3
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
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	3
Surveys		1/3

Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Are appropriate freight surveys proposed?	NONE	0
Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed?	NONE	0
<b>Objectives</b>		<b>3/3</b>
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
<b>Targets</b>		<b>2/2</b>
Are there targets linking directly to each objective?	NONE	1
Have targets appropriate to the phasing of the development been set?	NONE	1
<b>TP Co-ordinator</b>		<b>3/3</b>
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
<b>Measures</b>		<b>6/6</b>
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
<b>Monitoring</b>		<b>2/2</b>
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?	Travel Plan Coordinator - when appointed	1
<b>Securing and enforcement</b>		<b>1/1</b>

Is it clear how the travel plan will be secured?	NONE	1
Funding		2/6
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	To be allocated upon confirmation of the development	0
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	2
<b>Total - PASS</b>		<b>32</b>







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