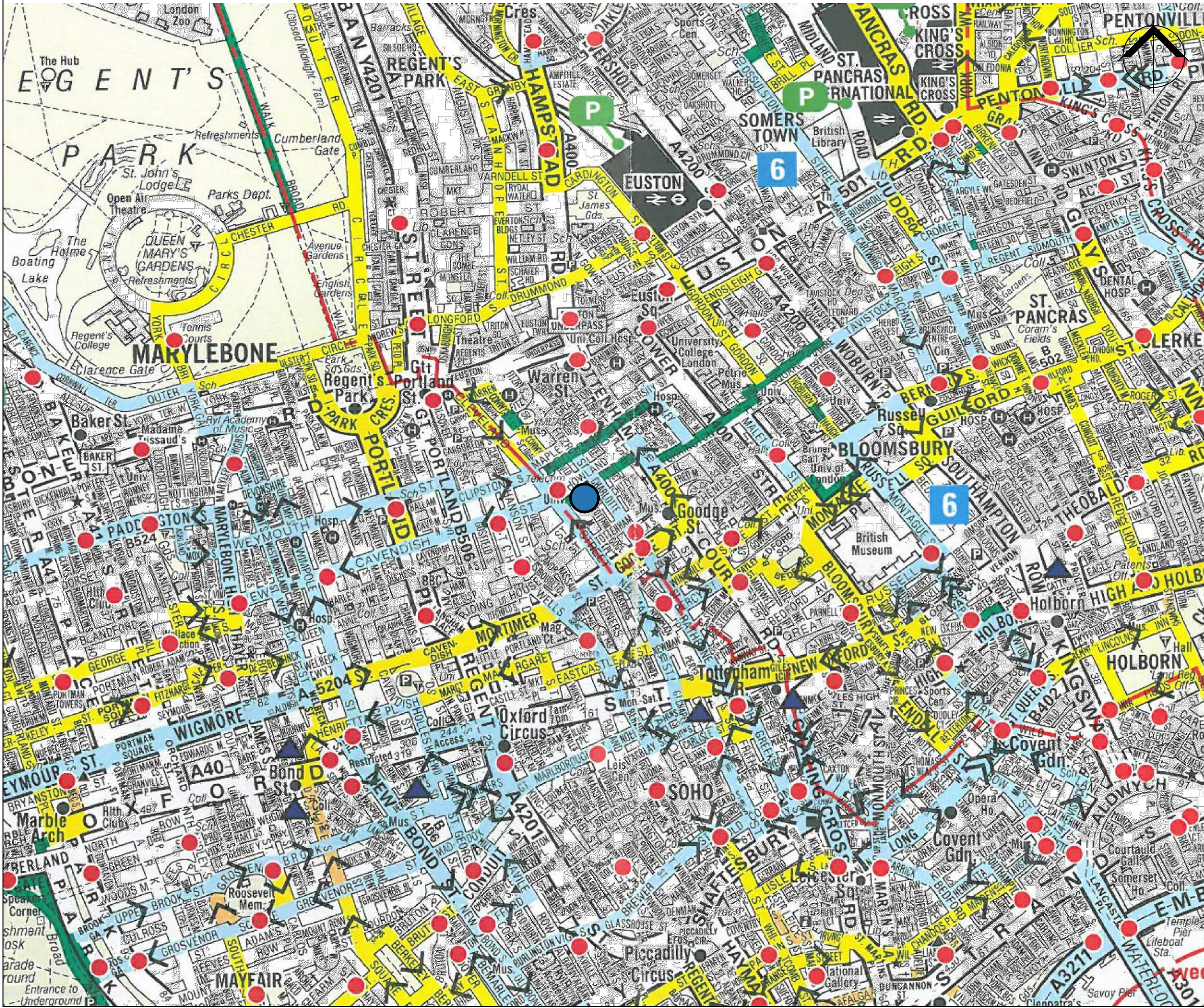


APPENDIX C



Notes;
This map is taken from TfL's Local Cycling Guide 7 published in April 2013. For up-to-date cycle route information visit www.tfl.gov.uk

- Key;
- Cycle Superhighways
 - Routes signed or marked for use by cyclists on a mixture of quiet or busier roads.
 - Quieter roads that have been recommended by other cyclists, may connect to other route sections.
 - Off-road routes: either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night.
 - Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time.
 - Cycle hire docking stations
 - 9 London Cycle Network routes
 - 1 Nation Cycle Network routes
 - Site Location

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Client	University College London (UCL) Estates		
Project	UCL Astor College, Charlotte Street, Camden		
Title	Cycle Route Plan		

Drawn By	MG	Checked By	FP	Approved By	FP
Scale @ A3	NTS		Date	27/01/15	
Project No.	15-T008	Drawing No.	02	Rev.	-

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



AUGUST 2016

Travel Plan

UCL Astor College, Charlotte Street, Camden

Iceni Projects Limited on behalf of
University College London (UCL)
Estates

August 2016

ICENI PROJECTS LIMITED
ON BEHALF OF
UNIVERSITY COLLEGE
LONDON (UCL) ESTATES

Travel Plan
UCL ASTOR COLLEGE, CHARLOTTE STREET,
CAMDEN

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1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by the University College London (UCL) to prepare a Travel Plan (TP) in support of achieving BREEAM 2014 Refurbishment and Fit-out for a multi-residential building accreditation for their refurbishment proposals at the Astor College, Charlotte Street, in the London Borough of Camden (LBC).
- 1.2 UCL have been granted permission for the internal and external refurbishment of Astor College. The project will include an eight-storey rear extension and 1.5 storey front extension at street level plus six-storey infill to the front. These changes will result in an additional 60 bedrooms and 11 kitchens. A new 67.3m² GFA A3 Café will also be provided as part of the refurbishment.
- 1.3 The methodology used in the preparation of this TP principally follows TfL's 'Travel Planning Guidance' document dated November 2013 and has been developed as part of the feasibility & design stages, considering all types of travel relevant to the building type and users in accordance with BREEAM 2014 Refurbishment and Fit-out for a multi-residential building.
- 1.4 This TP describes the strategy for achieving the objectives of the Plan both upon completion and occupancy of the development. The Plan also provides the necessary guidelines for its operation and forms part of UCL's holistic approach and commitment to green travel. Further information on UCL's campus wide green travel strategy can be found at <http://www.ucl.ac.uk/greenucl>.
- 1.5 A Transport Statement (TS) was provided in support of the application which also ensured that the TP is structured to meet the needs of the site.

What is a Travel Plan?

- 1.6 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.7 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or site and implementing measures to reduce identified adverse effects of such transportation.
- 1.8 A TP is essentially a series of initiatives that are introduced by an organisation to provide all users of a site with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable forms of travel such as walking, cycling, and public transport.

Benefits of a Travel Plan

- 1.9 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.10 There is, however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:
- Healthier staff and students;
 - Energy savings – through reduced fossil fuel use;
 - Improved use of public transport – through TP initiatives;
 - An improved environment for pedestrians and cyclists;
 - Cost savings – to staff / students as travel becomes more efficient; and
 - Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

TfL Guidance

- 1.11 Transport for London (TfL) has published guidance in the form of “TfL Travel Planning Guidance”, published in November 2013.
- 1.12 This document provides advice and support to those involved in developing, implementing, monitoring and securing development-related TPs in London and provides guidance on enhancing the quality of TPs secured through the planning process across the Capital.
- 1.13 In respect of this development, the objectives contained within the TfL guidance should be met by applying a series of measures to encourage active travel. A TP can bring a number of benefits to a new development for the developer, and the ultimate users of the site. Some of which for this site will include:
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
 - Making the site more attractive to potential users.
 - Increased opportunities for active healthy travel, such as walking and cycling.
 - Improved travel choice, quality and affordable access to services for all users.
 - Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives.
- 1.14 Given that proposals include changes involving the reconfiguration and removal of car and cycle parking spaces, and very few students drive to the site, given the site is located within close proximity of the Bloomsbury Campus, the objective of this TP is to promote active modes of travel such as walking and cycling for staff and students.

2. AIMS AND APPROACH

- 2.1 The aim of the TP for the site is to help to increase the number of trips made by active travel.
- 2.2 This TP is focussed on setting out principles and objectives for the staff and students of the site and introducing key elements such as the Travel Plan Co-ordinator (TPC). The role of the TPC will be undertaken by Ciaran Jebb – Energy and Sustainability Officer for UCL with full contact details provided in **Section 5.3**.

Surveys

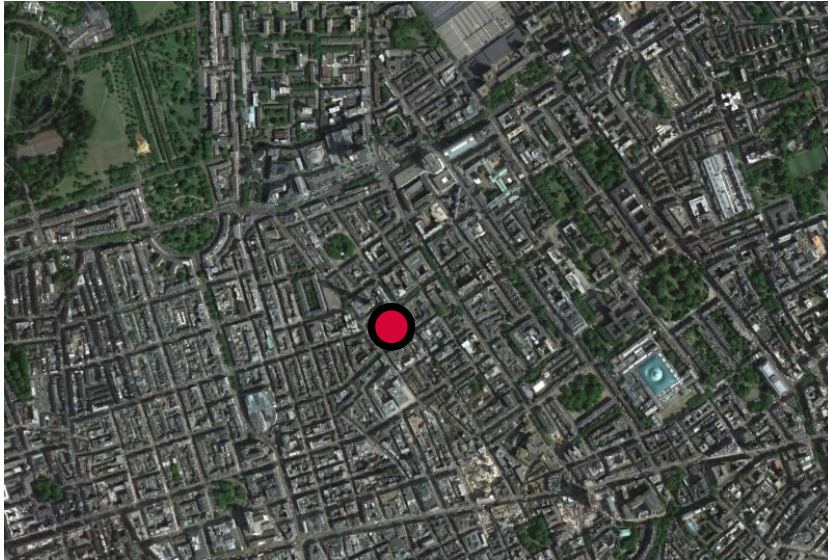
- 2.3 As part of the TP proposal, the occupiers will commit to undertaking surveys which would assess the travel and transport issues and influences of staff and students.
- 2.4 The surveys, monitoring and review will be undertaken so as to achieve the joint aims of promoting sustainable transport and education as regards to reducing reliance on private car use.
- 2.5 One of the main objectives of the TP is to provide encouragement, information and initiatives to the staff / students to use active travel instead of placing reliance on bus and train/underground travel.
- 2.6 Where applicable, targets can be included in a TP to help achieve the objectives and there are two main types that are applicable to travel plans; aspirational objectives (e.g. target mode shares) and deliverable objectives (e.g. improved cycle facilities). The most easily demonstrated are the commitments to deliver the package of measures set out in the plan. Such measures are detailed within **Section 6**.

3. THE SITE AND SURROUNDINGS

Site Location

- 3.1 The application site, shown in **Figure 3.1** below, is located on the western side of Charlotte Street within the Bloomsbury area of Camden, London.

Figure 3.1 – Site Location



- 3.2 The site is bounded by the recently built Sainsbury Wellcome Centre to the north, Charlotte Street to the east and 97 Charlotte Street to the south. The western boundary of the site is adjacent to the vacant Middlesex Hospital Annexe (MHA) building.

Existing Highway Network

- 3.3 The eastern boundary of the site fronts Charlotte Street which is a two-way single carriageway road running in a north/south direction and subject to a 20 mph speed limit. The carriageway is approximately 5m in width outside of the parking bays. There are wide, well lit, footways on both sides of the carriageway. On street parking is provided along much of Charlotte Street, with pay at meter spaces and pay by phone from Monday to Saturday between 08:30 and 18:30. Residential Permits Bays (CA-E) are also provided along the length of Charlotte Street and enforced Monday to Saturday between 08:30 and 18:30. Heading south along Charlotte Street there is a single car club space, operated by Zipcar, and two doctor permit holder spaces adjacent to solo motorcycle parking, these are located opposite the junction with Scala Street. At the junction with Goodge Street, there is provision of a single disabled space and a single electric car parking space with a charging station. Outside of the allocated parking area, Charlotte Street is subject to single yellow line restrictions. Along its length, tactile paving is provided at all crossings, as a minimum, with raised tables provided at all zebra crossings and at both the Tottenham Street and Goodge Street junctions.
- 3.4 To the north, Charlotte Street exits onto Howland Street via a raised cross road junction. Zebra crossings are provided on the Howland Street (East), Charlotte Street and Fitzroy Street arms of the junction. Howland Street is a one-way (east to west) single carriageway street subject to a 20 mph speed limit. The carriageway is approximately 3.5m in width outside of the parking/loading bays and has wide, well-lit footways on both sides of the road. There is a segregated 1.5m cycle lane along its length, provided on the southern side of the carriageway. A single disabled space is provided, in addition to Residential Permit Bays (CA-E), between the Charlotte Street and Tottenham Court Road junctions.
- 3.5 At its southern end, Charlotte Street takes access from Percy Street. Percy Street is a one-way single carriageway road with a 1.5m wide contra-flow cycle way and is subject to a 20mph speed limit. The carriageway is approximately 3m in width (outside of the parking/loading bays and cycle lane) with wide well-lit footways on either side.
- 3.6 Bedford Passage runs along the southern boundary of the site. Bedford Passage is a private road which takes access from Charlotte Street and is closed to pedestrians. It provides access to the gymnasium and store rooms to rear of the site. Bedford passage also provides access to the MHA building and a fire escape for 93 Charlotte Street.

- 3.7 This site is conveniently located to allow students and visitors various transport alternatives to the private car as it is in close proximity to both bus and rail corridors and within walking distance of the main Bloomsbury campus. London Euston Railway Station is a short walk to the north, as is Goudge Street underground station. Additionally, the nearest bus stops are conveniently located on both sides of the carriageway on Tottenham Court Road with further stops to the north at Warren Street Station. There are wide, well lit footways between the site and bus stops, tube and train stations, providing safe and easy access for pedestrians.

Proposed and Committed Changes to the Highway Network

- 3.8 LBC are also looking at proposals to introduce two-way working on much of the highway network around the UCL Bloomsbury Campus. This is at an early stage and it is yet to be determined if this will come forward. In addition to this, LBC have approved the £42m 'West End Project'. This involves replacing the existing one-way system on Tottenham Court Road with two-way, tree-lined streets, some protected cycle lanes and new public space. This is due to be completed by 2018 to coincide with the opening of Tottenham Court Road Crossrail Station.
- 3.9 Should these proposals come forward they will benefit all pedestrians including staff/students utilising public transport to arrive at/depart from the site.

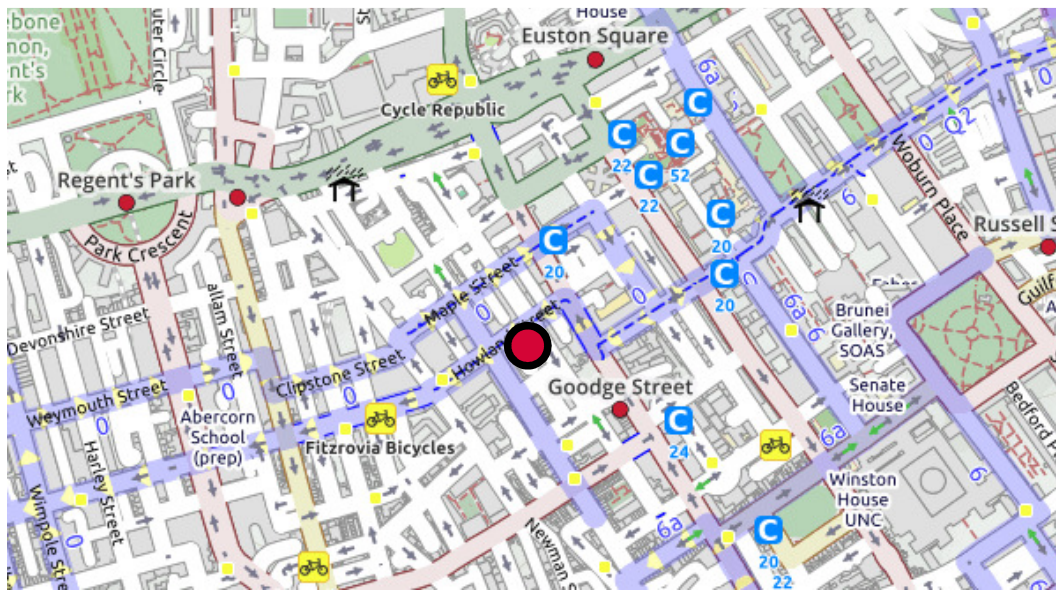
Walking

- 3.10 The pedestrian facilities in the vicinity of the site are good with wide well-lit footways up to 6m in width which are of a level gradient, in a good state of repair and suitable for pedestrians who may be accompanied by young children.
- 3.11 There are several zebra crossing points located at the junctions close to the site which allow controlled and safe access on foot from the local stations and bus stops to the site entrance and UCL Bloomsbury Campus. Tactile paving and pedestrian refuges on the traffic islands are also provided at the junction crossing points.

Cycling

- 3.12 The nearest dedicated on-carriageway cycle routes and advisory routes close to the site are identified on the Camden Cycling Campaign's website (<http://maps.camdencyclists.org.uk/>). Routes detailed on the site show that Route 0 of the London Cycle Network (LCN) passes along Howland Street, approximately 35m north of the site. This route runs from Elephant and Castle to Parliament Square across Central London. The route is a signed advisory route with on-carriageway cycle priority measures at key highway junctions. Route 0 allows interconnection with wider LCN and National Cycle Network marked routes.
- 3.13 The local cycle routes are shown in **Figure 3.2**.

Figure 3.2 – Cycle Network



- 3.14 On 30th July 2010 the Santander Cycles (formerly Barclays Cycle Hire) Scheme was launched to the public as a bicycle sharing scheme. The scheme, covering 100km² includes the City of London and parts of 11 London boroughs. The nearest docking station is located approximately 130m north west of the site at the Howland Street/Cleveland Street signal junction.
- 3.15 In addition to the above, there are a number of publicly accessible cycle parking spaces on Charlotte Street in the form of 'Sheffield stands' and lamp column cycle hoops.
- 3.16 Currently there are no proposals to provide Cycle Super Highways through LBC.

Public Transport

Public Transport Accessibility Levels (PTAL)

- 3.17 The levels of public transport services available to the site have been evaluated by TfL and it is considered to be located in an area of excellent accessibility, equivalent to a PTAL rating of 6b.

Bus Services

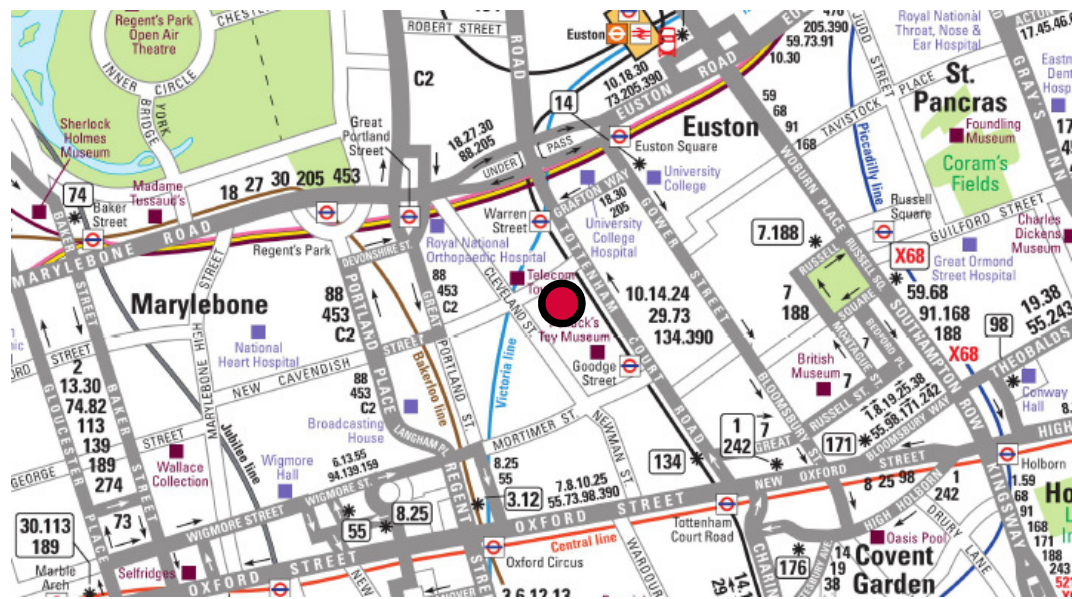
- 3.18 Bus services in London are operated by local bus operators on behalf of TfL. A range of bus stops serving various destinations across the city are located along Tottenham Court Road, Warren Street, Grafton Way and Portland Place. Frequent services operate to a range of destinations, which includes over 160 bus services per hour in the peak hours, at stops within close walking distance to the site. These services are summarised in **Table 3.1** with a routing plan shown at **Figure 3.3**.

Table 3.1 Local Bus Frequency Table

Service	To/from	To/from	Approx Frequency
10	Kings Cross	Hammersmith Bus Station	Every 8–12 mins
14	Warren Street Station	Putney Heath / Green Man	Every 6-8 mins
18	Sudbury & Harrow Road Station	Euston Station	Every 2-6 mins
24	Grosvenor Road	Royal Free Hospital	Every 3-6 mins
27	Chiswick Business Park	Chalk Farm Morrisons	Every 5-9 mins
29	Lordship Lane	Trafalgar Square/Charing Cross Station	Every 3-7 mins
30	Portman Street/ Selfridges	Hackney Wick / Towbridge Road	Every 7-10 mins
73	Victoria Bus Station	Stoke Newington Common	Every 3-7 mins
88	Camden Gardens	Omnibus Clapham	Every 4-8 mins
134	North Finchley Bus Station	New Oxford Street	Every 4-8 mins
205	Cleveland Terrace	Bow Church Station	Every 6-9 mins
390	Archway Station	Palace Gardens Terr/ Notting Hill Gate	Every 6-10 mins
453	Deptford Bridge	Great Central Street	Every 4-8 mins
C2	Parliament Hill Fields	Victoria Station	Every 6-10mins

Correct as of 12/08/16

Figure 3.3 – Bus Routes



Underground Services

- 3.19 London underground services are operated by TfL and there are a number of underground lines in close proximity to the site. The services include the Circle, Hammersmith & City, Metropolitan, Northern, Bakerloo Line, Central and Victoria Lines. Underground trains operate frequently, generally every 2 to 5 minutes throughout the day.

Rail Services

- 3.20 There are three main line rail stations close to the site, namely King's Cross, Euston and London St. Pancras International.
- 3.21 Kings Cross Station operates a range of intercity and suburban passenger rail services to destinations north of London, across Eastern England, Yorkshire, North East England and into Scotland.
- 3.22 Adjacent to London King's Cross Station is London St. Pancras International, which accommodates Eurostar services, together with routes similar to King's Cross.
- 3.23 London Euston Station is ½ mile from Kings Cross St Pancras and is the southern terminus of the West Coast Main Line and is the main rail gateway from London to the West Midlands, the North West, North Wales and part of Scotland.
- 3.24 HS2 is a proposed high-speed rail link, which will connect London with Birmingham and destinations to the north. Current plans involve changes in the wider Euston area and construction of the new underground station (Euston) on the eastern side of Euston Road.

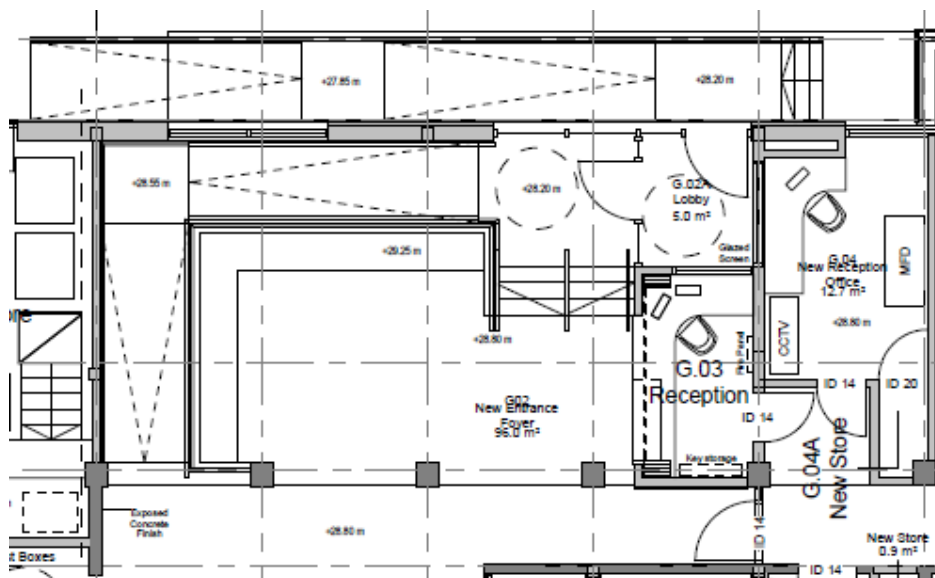
Car Club/Share

- 3.25 The proposed development does not provide or accommodate priority car share parking spaces and therefore, a car sharing scheme cannot be promoted.

Development Proposals

- 3.26 The refurbishment has been designed to meet BREEAM 2014 Refurbishment and Fit-out for a multi-residential building accreditation where possible. It is important to note that the building was constructed in 1915 and is a Grade II listed building. Whilst the proposals are for a refurbishment of the building, its age and listing does restrict what can be provided in terms of BREEAM 2014 Refurbishment and Fit-out for a multi-residential building requirements.
- 3.27 As part of the development proposals, the current main pedestrian entrance will be relocated approximately 10m south. As a result of this relocation, a ramp will be provided to allow wheel chair access to the main entrance.

Figure 3.4 –Wheel Chair Access



- 3.28 Access to the Café will be taken from Charlotte Street with wheel chair access being provided via a ramp from the reopened Bedford Passage.

- 3.29 With regard to cycle parking, the development includes the provision of 44 cycle parking spaces. Following recent surveys that were undertaken to assess the stress of existing cycle parking at the time of application, 44 cycle spaces has been proven to be considerably above the current need and allows for extensive expansion in cyclist numbers. The main UCL campus is within close proximity to the development and therefore both staff and students undertake their journey on foot. As a result, the provisions of changing facilities have not been considered to be beneficial to the development and are therefore not being provided.
- 3.30 The development does not include the provision of car parking which further promotes sustainable travel.
- 3.31 The lighting, landscaping and shelters of public transport waiting areas are considered suitable and therefore no changes will be made as part of the refurbishment.

Deliveries & Refuse

- 3.32 All servicing, including refuse, will be undertaken from Charlotte Street, in line with existing practice. The number of deliveries is constant and it is not anticipated that the number per day/week will change due to the development. To provide an indication of the existing and proposed servicing please see below.

Types of Delivery

- 3.33 With the exception of Royal Mail, there will continue to be limited daily deliveries to the site. There are general office and stationery deliveries and ad hoc deliveries to the site made by courier companies.
- 3.34 Table 3.2 (below) shows the types of delivery being made to the site along with the frequency, typical time and typical vehicle type.

Table 3.2 Types of Delivery (Proposed)

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Postal Delivery	Daily x1	Transit van	5.7m	10:00-16:00	5 minutes
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes
General deliveries	Ad hoc	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes
Cleaning contractors	Weekly	Transit Van	5.7m	10:00-16:00	5-10 minutes

- 3.35 Breaking this down to vehicle movements/days, this equates to circa two per day, one of these is associated with Royal Mail collections. Clearly only a small amount of these trips will be travelling to the application site but will include a morning/mid-afternoon delivery/collection of post and one refuse pick up per day.

Summary

- 3.36 It has been shown that the site is located in a highly accessible location with good footway and cycle links and is close to frequent bus, underground and rail services, which supply good area coverage. TfL has confirmed that the site has a PTAL of 6b which equates to excellent accessibility.
- 3.37 The proposed refurbishment has been designed to benefit a number of potential users to the site, this includes disabled, visually impaired and cyclists.
- 3.38 There will be no increase in deliveries and refuse collections at the site as a result of the refurbishment proposals.
- 3.39 In conclusion, the site provides opportunities to use modes other than the car and in particular will provide students, staff and visitors with the opportunity to use sustainable modes of travel including walking and cycling from the main campus. The site is located close to frequent bus and rail services, which provide linkages to local facilities. As such, the site is ideally located to take advantage of sustainable travel opportunities.

4. OBJECTIVES AND TARGETS

The Focus of the Travel Plan

- 4.1 This TP is primarily focussed on students and staff of the site and the majority of measures proposed are intended to encourage walking, cycling and utilising sustainable modes of travel. Given that parking spaces have been removed and no parking is provided as part of the redevelopment, and that very few car trips are made by staff and students, the main way of reducing the site's environmental impact is to encourage walking and cycling at the expense of bus and train/underground travel.

Objectives

- 4.2 There are a number of objectives that the implementation of the TP is intended to help fulfil, these are:
- To influence travel behaviour of staff and students of the site to sustainable travel modes;
 - To promote sustainable modes of travel;
 - To reduce the need for unnecessary journeys by staff / students; and
 - To help improve the health and well-being of students, staff and visitors.

Targets

- 4.3 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and time-bound and take into account the particular circumstances and location of the Site. At the same time they should demonstrate significant positive change over what would be seen if no TP were adopted.
- 4.4 In lieu of baseline information specific to this development being available for interrogation, targets have been set by evaluating similar sites and using primary objectives of the TP. The key TP targets are outlined in table 4.2 below, which is aimed at walking and running exclusively.

Table 4.1 Travel Plan Targets

Objective	Aim Targets	September 2017 (baseline)	November 2019 target	November 2021 target
Encourage walking to the site	Increased proportion of people walking/ running	5%	10%	15%

5. TRAVEL PLAN MANAGEMENT

- 5.1 In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the site using sustainable modes of transport. It is essential that there is a point of contact for staff / students and the Local Planning Authority (LPA) and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a Travel Plan Co-ordinator will be appointed.

The Travel Plan Co-ordinator and Associated Support

- 5.2 The TP will be implemented under the control of a Travel Plan Co-ordinator, who will work in conjunction with the LPA, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to first occupation of the development.
- 5.3 The role of the TPC will be held by a member of UCL's staff with details listed below:

Ciaran Jebb
Energy and Sustainability Officer
UCL Environmental Sustainability
1 – 19 Torrington Place
London
WC1E 7HB
02031088581
c.jebb@ucl.ac.uk

- 5.4 The role of the TPC will be as follows:
- To promote and encourage the use of travel modes other than the car, including publicity.
 - To provide a point of contact and travel information for staff / students.
 - To ensure that all relevant information is provided to all staff / students and that up-to-date information is clearly displayed on the screens in the reception and student hub spaces.
 - To promote active travel to the site.
 - To arrange for travel surveys to be undertaken where necessary.
 - To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

Monitoring and Review Mechanisms

- 5.5 An objective of TPs is that there will be an on-going improvement process including annual monitoring to be conducted at years 1, 3 and 5 following the opening of the redeveloped site. The whole TP will then be reviewed in consultation with LBC. The TPC will form a contact point for communication with the Local Authority.
- 5.6 The travel habits of students will act as the baseline data with regular monitoring being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

- 5.7 Questionnaire surveys of the student travel patterns will be undertaken as part of the review process at the necessary time, commencing within six months of the additional bedrooms being occupied. These will be of a more basic nature, seeking to determine in the modal split and uptake of TP initiatives.

Sustaining Interest

- 5.8 It is important to sustain interest and commitment to the TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date and ensure that staff / students are aware of the TP and the travel options available to them.
- 5.9 With regard to staff, the initiation of walking and cycling user groups will assist in sustaining interest in sustainable travel, with members taking an active role in promoting and encouraging active travel.

Marketing and Communication

- 5.10 In addition to the initiatives already outlined with the TP, there will be an ongoing marketing and communication of information following on from the launch.
- 5.11 All staff / students will be provided with a copy of this TP that outlines walking, cycling and public transport routes surrounding the site and relevant contact details for public transport operators and local walking and cycling groups will be published on the university website.

5.12 In addition to this, the following methods will be utilised:

- A transport page for the site will be added to the university wide Travel Plan. This will include details about the various initiatives and associated incentive schemes that have been introduced;
- The Council's Travel Planning Team, local bus companies and cycling and walking groups may be able to provide posters, leaflets and timetables for display on notice boards/display units in communal areas. They may also be able to assist with the production of leaflets summarising the site specific sustainable travel options;
- Providing road safety cycle training, events and bike workshops to staff and students through the Cycling Ambassadors Scheme for London, and through schemes such as BikeAbility & Doctor Bike elsewhere. Actively engage with students to encourage uptake of cycle safety training;
- Provide information on cycle networks, training sessions and events through the Green UCL web site and twitter feed;
- Run 'Exchanging Places' events at least once annually to help cyclists and HGV drivers appreciate each other's perspectives when on the road;
- Promoting the UCL cycle to work scheme for staff through the website and with leaflets in the foyer;
- Provide walking distances and time maps on the Green UCL website; and
- Cycle parking will be monitored monthly to ensure sufficient parking is provided to meet demand and additional spaces will be provided if required.

On-going Marketing

5.13 The TP will be launched prior to the redeveloped site opening and will be continually marketed through the provision and updating of travel information and leaflets. The information contained on the website will be periodically reviewed and updated as appropriate.

Funding

5.14 The implementation of the TP, once agreed with LBC, is to be funded by UCL. This will cover all costs associated with the implementation, management, marketing and monitoring of the TP.

Monitoring and Review

- 5.15 An initial survey will be undertaken within 6 months of occupation of the site to establish baseline data. This will be a questionnaire to be completed by staff and students covering existing travel modes, usage and knowledge of existing cycle facilities and alternative modes that could be used and any existing barriers that discourage active travel to the site. In addition to this, cycle parking usage will be monitored to ascertain the usage of the spaces provided.
- 5.16 A report will be prepared and submitted to LBC in advance of the review at years 1, 3 and 5. This will outline the results of the surveys and provide an indication of progress towards meeting the targets. If deemed necessary, additional measures will be considered to assist in moving towards the targets.
- 5.17 The on-going monitoring of the TP measures will illustrate their effectiveness in meeting the objectives of the Plan. In the event that the TP is not on track to meet its targets the periodic review will outline any additional or remedial measures that may be used to get back on track.

6. TRAVEL PLAN INITIATIVES

- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged by the occupiers. The development will accommodate additional students and this is reflected in the travel plan initiatives.

Measures to Promote Walking

- 6.2 Walking will be further encouraged by the following measures:

- M1** Information on the local pedestrian network routes to be provided to staff / students by including this information on maps to be produced by the occupiers and made available through the TPC.
- M2** The health and fitness benefits of walking will be directly promoted to staff and students.
- M3** A 'walking buddy' scheme will be promoted for staff, similar to car sharing. This will be implemented by the TPC on opening.
- M4** Implement the use of screens in the reception and student hub spaces to provide regular updates information on walking facilities, events and incentives.

Measures to Promote Public Transport

- 6.3 The site benefits from excellent public transport accessibility, with frequent bus, train and underground services accessible within a short walking distance of the site. Access to these facilities by foot and cycle is also good.
- 6.4 Increased accessibility to, and use of, public transport is considered to be a key element of any TP. The following measures will be implemented to encourage public transport use:
- M5** Provision of up-to-date public transport information including timetables and bus and train company contact information detailed on screens in the reception and student hub spaces.
 - M6** Subsidised public transport for staff for a period of time to be negotiated by the TPC.
 - M7** Implement the use of screens in the reception and student hub spaces to provide regular updates on Public Transport locally and incentives such as, 16-25 railcard and student Oyster cards.
 - M8** Taxi facilities and services will be publicised by use of the screens in the reception and student hub spaces

Measures to Promote Cycling

- 6.5 The proposed development is to include 44 cycle spaces which is considerably above the current need and allows for extensive expansion in cyclist numbers. Due to the site being located within close proximity to the main campus, more journeys are undertaken on foot, or other modes of sustainable transport. Cycling will however be continually promoted and encouraged through the following measures:
- M9** Information on the local cycle network routes to be provided to staff / students by including this information on maps made available on screens in the reception and student hub spaces.
 - M10** Promote a bicycle users group (BUG) for staff and students.
 - M11** Details of any discounts available at local cycle stores (to be negotiated by the TPC).
 - M12** Implement the use of screens in the reception and student hub spaces that include regular updates of cycling routes, incentives and the facilities within the building and in the local area which accommodate cycling.
 - M13** Promote Camden's free cycle training and bike maintenance courses.

Measures to Promote the Travel Plan

6.6 The Travel Plan will be promoted through the following measures:

M14 In order to promote the use of these modes further, information will be publicised on the UCL website. All staff / students will therefore be advised of the travel options available to them. The website will hold up to date information about the TP and the reasons for implementing it, providing:

- Information on health benefits;
- Public transport links;
- Bus and train timetables and contact information;
- Cycle routes,
- Pedestrian access; and
- Access for disabled users and vulnerable members.

Measures to Limit Deliveries and Refuse

M15 Deliveries will be regulated and limited as per the current UCL procedure to reduce the level of car trips and associated traffic.

Table 6.1 Travel Plan Action Plan

Issue	Measures proposed	Timescale	Responsibility	
Measures to reduce car use	Appointment of a Travel Plan Co-Ordinator to be approved in writing by LBC	Pre- Opening	TPC	
	Provide public transport and cycle route details to staff via screens in the reception and student hub spaces	On Opening	TPC	
	Removal of existing car parking spaces	On Opening	Developer	
Measures to promote sustainable travel modes	General	Information on screens in the reception and student hub spaces to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On Opening	TPC
	Public Transport	Provide public transport route details and contact information to staff and students via i screens in the reception and student hub spaces	On Opening	TPC
	Walking	Information on the 'on and off highway' pedestrian network routes to staff and students, including disabled users on screens in the reception and student hub spaces	On Opening	TPC
		Promote a 'walking buddy' scheme for staff, similar to car sharing	On Opening	TPC
		Provide a high quality pedestrian environment within the site	Pre- Opening	Developer
		Promote a Bicycle Users Group (BUG) for staff and students	On Opening	TPC
		Negotiate a discount for staff with a local bike shop	On Opening	TPC
	Surveys of walking and cycle use to be undertaken	To commence year 1	TPC	
Monitoring and Management	Annual review of the travel plan and its initiatives to be undertaken based on the data obtained from the above surveys	To commence year 1	TPC	

TPC = Travel Plan Co-Ordinator