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**FRAMEWORK TRAVEL PLAN
HOPE PROJECT**

**BAYHAM PLACE, CAMDEN
LONDON**

Hope Lease Limited

ADL/AJM/3126/20A

October 2017

REPORT CONTROL

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1.0 INTRODUCTION

1.1 Purpose of Travel Plan

- 1.1.1 This Travel Plan has been prepared by ADL Traffic and Highways Engineering Ltd on behalf of Hope Lease Ltd to support the planning application for the:

“Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House (Use Class A4) with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar. The proposals also include for the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant.”

- 1.1.2 This Travel Plan provides information, support and initiatives that will provide the restaurant & bar staff with the opportunity to reduce the number of car borne trips to and from the site (i.e. journeys to and from work by facilitating the use of sustainable travel).
- 1.1.3 The implementation of the Travel Plan is seen as a positive initiative by the Developer to provide travel choice and enhance, where appropriate, the accessibility to the site. It should make a positive contribution towards reducing the need to travel by car.

1.2 Scope of Study

- 1.2.1 The measures identified in this Travel Plan relate primarily to restaurant and bar staff. Guest travel behaviour is mainly influenced by the facilities provided for their use, including; footways, cycle provision, access to public transport and the provision of car parking. Some measures set out in this plan would benefit guests and help achieve the aims and objectives of the Travel Plan to reduce single car occupancy trips, but these cannot be set targets.

1.3 Benefits of the Travel Plan

1.3.1 The benefits of the Travel Plan are:

- Improving site access and travel choice
- Increasing efficiency and equality
- Providing opportunities for active healthy travel

1.4 Contact Details

1.4.1 This Travel Plan has been prepared by:

Amol Pisal
Senior Transportation Planner
ADL Traffic & Highways Engineering Ltd
Email: amol@adltraffic.co.uk
Tel: 01454 332100

2.0 PROPOSED DEVELOPMENT

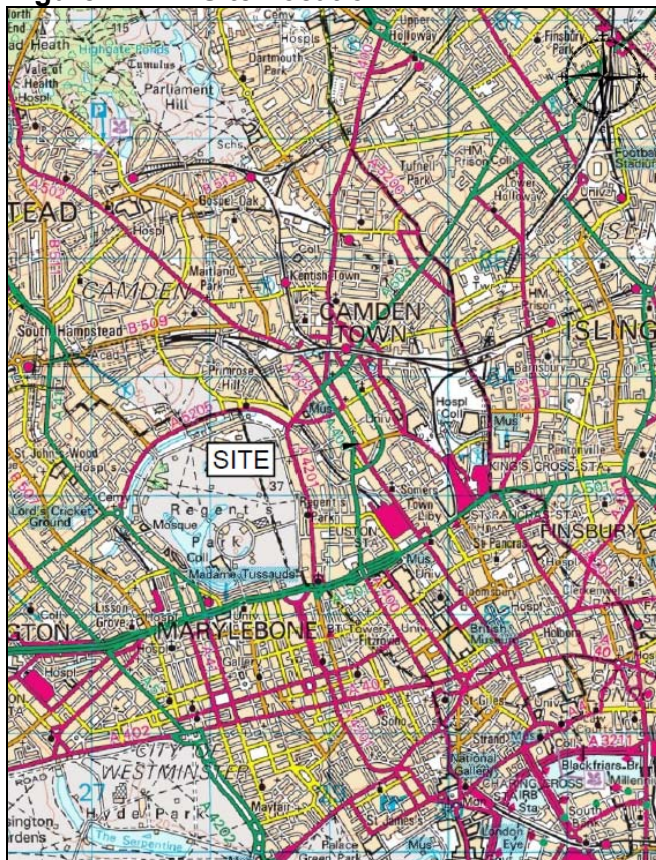
2.1 Site Location

2.1.1 The site is located within Camden Town Centre and the Camden Town Conservation Area. It is made up of a cluster of buildings, which are located to the rear of Grade II Listed KOKO, formerly known as Camden Palace. These include, Hope & Anchor Pub, 65 Bayham Place and 1 Bayham Street.

2.1.2 65 Bayham Place and 1 Bayham Street are located on the corner of the plot. The buildings are currently vacant but previously were used as B1 office space, consent was granted via prior approval for three residential units in 2015. The landlord successfully purchased these sites to ensure that residential use did not jeopardise the future of KOKO and its entertainment uses

2.1.3 KOKO is located opposite Mornington Crescent Underground and at 600m south of Camden Town and within 650m walking distance from Camden Town Underground Station. The site location is shown in Figure 2A.

Figure 2A Site Location



2.1.4 The site is bound by Crowndale Road to the south, Bayham Street to the east, Bayham Place to the north and Camden High Street Street to the west. Bayham Street is one-way southbound and Crowndale Road (fronting the site) is one-way westbound.

2.2 Development Details

2.2.1 The proposal is to restore KOKO's façade along Camden High Street and improve the façade overlooking Camden High Street and Crowndale Road. Internally, KOKO's back of house will be reconfigured to support the private members and the fly tower will be refurbished.

2.2.2 The tiled façade will be retained at ground level on the Hope & Anchor Pub, and the internal floors will be demolished. The pub will be fully refurbished into a new restaurant and bar to support the operation at the site.

2.2.3 Private Members club at first, second and third floors within 65 Bayham Place and 1 Bayham Street. The façade of 1 Bayham Street will be retained. The top floor will be the sky lobby, which will be set back from the existing roof level to provide a new terrace restaurant bar. Reconfiguration works will allow members to have direct access across the site and into KOKO as per following:

- Public house + dining/drinking + bar/catering
- Function rooms (ancillary to KOKO)
- Private members area (ancillary to KOKO)
- Gallery bar (ancillary to KOKO)
- Rehearsal room (ancillary to KOKO)
- Office (ancillary to KOKO)

2.2.4 A total of ten internal cycle parking spaces, i.e. five cycle stands, will be provided, within the building in the sub-basement level for staff. There will be lifts to provide access from the ground floor to the cycle store. This is in line with London Plan Standards as well as Camden Local Plan Policy T1 (adopted in July 2017).

2.2.5 A total of 22 short stay cycle parking spaces, i.e. 11 cycle stands, are required. These are for customers and visitors. A S106 contribution will be offered to the Council for implementation of these cycle spaces on Crowndale Road nearby the entrance in line with the previous planning application P2016/6959/F.

2.3 Method of Travel to Work: 2011 Census

2.3.1 Using Nomis, a service provider by the Office of National Statistics, the mode split of staff working in the area has been determined based on 2011 Census data. This is summarised in Table 2A.

Table 2A Staff Mode of Travel: 2011 Census

Mode	Mode Split (%)
Underground, metro, light rail or tram	37%
Train	30%
Bus, mini-bus or coach	10%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	11%
Passenger in a car or a van	1%
Bicycle	4%
On foot	6%
Total	100%

3.0 PLANNING POLICY

3.1 National Planning Policy Framework 2012

3.1.1 The NPPF was published in March 2012, its purpose (reference Ministerial Foreward) is clear:

“Sustainable development is about positive growth”

“Development that is sustainable should go ahead without delay”

3.1.2 The core planning principle in transport terms (para. 17) is to:

“Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

3.1.3 With regard to Travel Plans the Policy Framework advises:

“A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement, as determined by local criteria, should be required to provide a Travel Plan”.

This Travel Plan has therefore been provided for the proposed development.

3.2 London Plan March 2016

3.2.1 The London Plan develops the national policy approach in putting emphasis on achieving a sustainable city.

3.2.2 Policy 6.1 integrating transport and new development by:

- *“Encouraging patterns and nodes of development that reduce the need to travel, especially by car....*
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity;*
- *Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;*
- *Providing walking by ensuring an improved urban realm guidance.”*

3.2.3 Policy 6.9 cycling:

“The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5% of modal share by 2026.”

3.2.4 Policy 6.10 walking:

“The Mayor will work with all relevant partners to bring about a significant increase in walking in London.”

3.2.5 Policy 6.12 parking:

“The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.”

3.2.6 The measures outlined in the Travel Plan seek to encourage walking, cycling and other sustainable travel choices.

3.3 Camden Local Plan (Adopted in July 2017)

3.3.1 Local Plan states that:

“6.8 The Council will consider information received within Transport Assessments, Travel Plans and Delivery and Servicing Management Plans to assess the transport impacts of development.”

3.4 Travel Plan Guidance

3.4.1 This Travel Plan has been prepared in accordance with Transport for London’s (TfL) Guidance on Travel Plans for New Developments (March 2013).

4.0 AIMS AND OBJECTIVES

4.1 Aims

4.1.1 The aim of the Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys that are made by car.

4.2 Objectives

4.2.1 The objectives of the Travel Plan are outlined in Table 4A below. These objectives have been identified based on the National, London and Borough planning policy detailed in Chapter 3.0. The relevant policies in the context of the set objective are included in Table 4A.

Table 4A Objectives and Policy Context

No	Objective	Policy Context (National and London)
1	Reduce the need to travel, especially by car	<ul style="list-style-type: none">• NPPF para 17• London Plan Policies 6.1, 6.11
2	Reduce demand for parking space by staff	<ul style="list-style-type: none">• London Plan Policy 6.12
3	Provide clear information to staff on the alternative modes of transport to and from site	<ul style="list-style-type: none">• London Plan Policies 6.1, 6.11
4	Increase travel choice of staff	<ul style="list-style-type: none">• NPPF para 17
5	Increase use of; walking, cycling and public transport	<ul style="list-style-type: none">• NPPF para 17• London Plan Policies 6.1, 6.9, 6.10
6	Improve access for persons with disabilities	<ul style="list-style-type: none">• London Plan Policy 6.11
7	Enhance the local environment and reduce the development impact on the local area.	<ul style="list-style-type: none">• London Plan Policy 6.1

5.0 SITE ASSESSMENT: EXISTING TRANSPORT NETWORK & TRAVEL INITIATIVES

5.1 Walking and Cycling

5.1.1 The streets in the vicinity of the site are subject to a speed limit of 20mph and are considered to be designed to enhance safety for pedestrians and cyclists. Bayham Street and Crowndale Road in the vicinity of the site are provided with footways of 2m to 3m width and benefit from street lighting. The Crowndale Road/Bayham Street junction is provided with zebra crossings along with dropped kerbs with tactile paving to assist pedestrians crossing.

5.1.2 There are dropped kerbs with tactile paving on Bayham Place approach to the junction with Bayham Street. It is noted that the width of the footways on both sides of Bayham Place are limited.

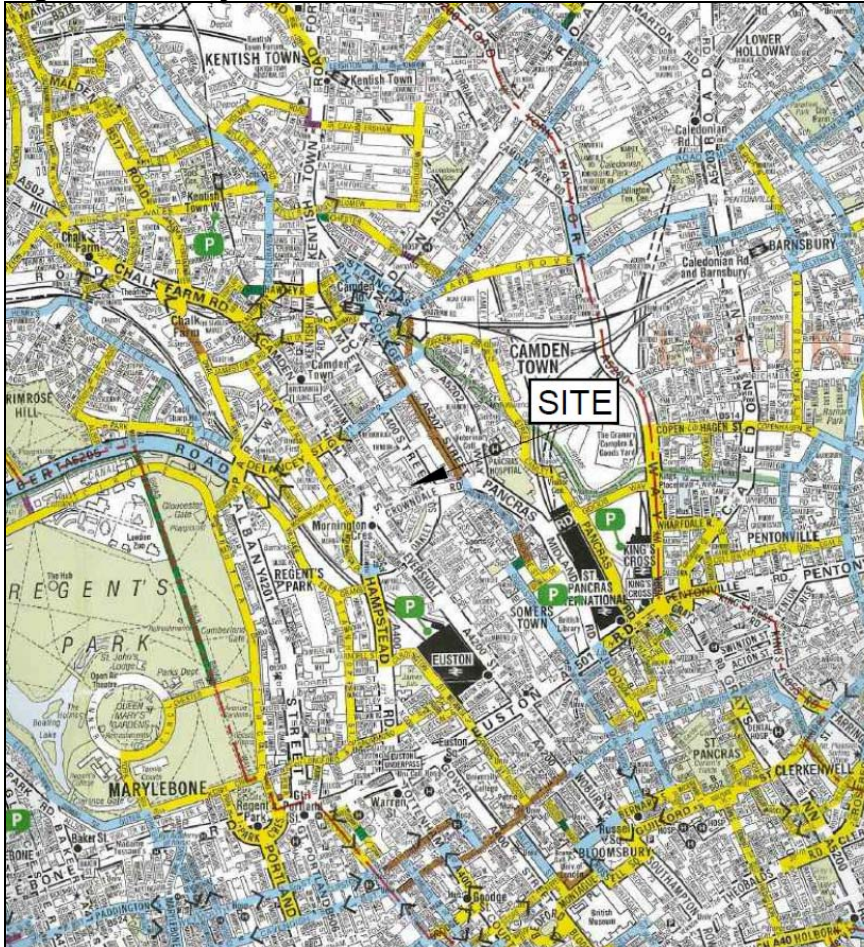
5.1.3 The signalled junction of Crowndale Road with Eversholt Street has demand controlled pedestrian crossing facilities with dropped kerbs and tactile paving. This junction also provides an extensive public realm space which is designed to provide a wide traffic-free pedestrianised area.

5.1.4 Royal College Street to the east of the site provides segregated cycle lanes. There is a Santander cycle docking station on this street which provides 57 bikes. Such facility is also provided on Eversholt Street (16 spaces) and Hampstead Road (65 spaces) within 350m walking distance from the site. A bike could you hired from any of these docking stations. A plan illustrating the cycle routes is shown in Figure 5A on the next page.

5.1.5 LB Camden offer free cycle training. Bikeability courses for employees based within the Borough. Further details are available from Mr Richard Riddle (Council's Cycle Training Officer):

- Telephone: 0207 974 5071
- Email: cycle.training@camden.gov.uk

Figure 5A Cycle Routes



5.2 Public Transport

Buses

5.2.1 There are bus stops located on:

- Crowndale Road – 36m east of the site;
- Bayham Street – 100m north of the site;
- Eversholt Street – 150m southwest of the site;
- Hampstead Road – 240m southwest of the site;
- Camden High Street – 350m northwest of the site; and
- Pratt Street – 400m north of the site.

5.2.2 The location of these bus stops is shown in Figure 5B and bus routes are shown in Figure 5C. These bus services are summarised in Table 5A.

Figure 5B Bus Stop Locations

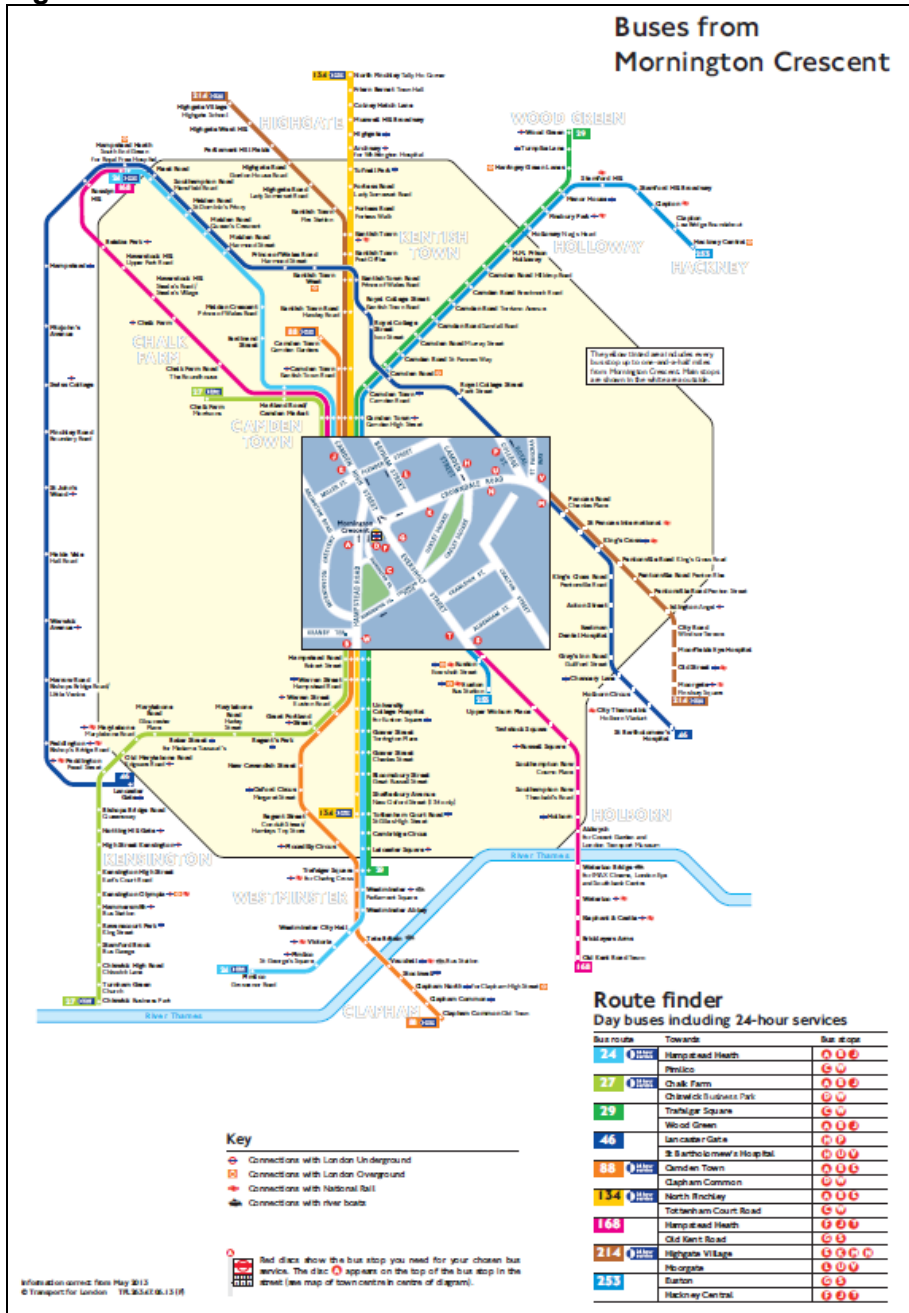


Table 5A Bus Services

Service №	Route	Frequency		
		Mon-Fri	Sat	Sun
24	Grosvenor Road – Royal Free Hospital	6 mins	7 mins	8 mins
27	Camden Town Station – Chiswick Business Park	8 mins	9 mins	12 mins
29	Lordship Lane – Trafalgar Square/Charing Cross Station	5 mins	6 mins	6 mins
88	Camden Gardens – Clapham Common Old Town	6 mins	8 mins	11 mins
134	North Finchley Bus Station – New Oxford St	5 mins	8 mins	8 mins
214	Highgate School – Finsbury Square	8 mins	8 mins	11 mins
46	Lancaster Gate Station – St Bartholomew's Hospital	11 mins	12 mins	20 mins
31	White City Bus Station – Camden Town Centre	6 mins	7 mins	8 mins
168	Royal Free Hospital – Dunton Road	7 mins	10 mins	11 mins
253	Hackney Central Station – Euston Bus Station	6 mins	6 mins	8 mins
274	Angel Islington – Lancaster Gate Station	8 mins	9 mins	10 mins
C2	Parliament – Hill Fields – Victoria Station	8 mins	8 mins	10 mins

Source: TfL

Figure 5C Bus Routes



5.2.3 Table 5A demonstrates that there are 12 day-time services with 108 buses per hour, per direction stopping at the bus stops within a walking distance of 350m from the site. These bus routes provide services to the locations including Highgate Village, Farringdon Street, Hackney, Hampstead Heath, Pimlico, Trafalgar Square and Edgware.

London Underground

5.2.4 Mornington Crescent Underground Station is located at the southern end of Camden High Street where it meets Hampstead Road and Eversholt Street, opposite the KOKO venue and at a walking distance of 170m west from Bayham Street. Camden Town Underground Station is located at an easy walking distance of 650m from Bayham Street.

5.2.5 The typical services from these stations are:

- One train every 2 minutes (approx.) to Edgware Underground Station;
- One train every 2 minutes (approx.) to Morden Underground Station;
- One train every 2 minutes (approx.) to High Barnet Underground Station; and,
- One train every 6 minutes (approx.) to Mill High East Station.

5.2.6 Mornington Crescent Underground Station (located on Northern Line) is easily accessible to those arriving to London via National Rail (Euston Railway Station and Kings Cross Railway Station) because both Euston and Kings Cross St Pancras Underground Stations are also located on the Northern Line (which runs 24 hours) and therefore provide easy connection between network rail and London underground.

5.3 PTAL Rating

5.3.1 The PTAL rating of the site is 6b i.e. excellent.

5.4 Car Parking Facilities

5.4.1 There are three car parks within easy walking distance of 1km from the site. They are as follows:

- Lomax Car Park Corporation Ltd – 150 spaces
- NCP on Jamestown Road – 75 spaces
- St Pancras Car Park – 315 spaces

6.0 TRAVEL PLAN STRATEGIES AND MEASURES

6.1 Travel Plan Co-ordinator (TPC)

6.1.1 The Travel Plan Co-ordinator (TPC) will be the Manager. He/she will take on the responsibility for the proposed restaurant at the ground floor level and the terrace restaurant and bar on the fourth-floor level.

6.1.2 The TPC will be appointed prior to the opening of the proposed development.

6.1.3 The TPC will be provided with a copy of this Travel Plan and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing the plan.

6.1.4 The TPC will be responsible for:

- Promoting the objectives and benefits of the Travel Plan
- Obtaining and maintaining commitment and support from staff
- Acting as a point of contact for staff, giving advice and information on transport related subjects
- Printing, distributing and collating staff travel surveys and either undertaking the analysis or supplying them to a qualified consultancy for analysis on their behalf.

6.1.5 In conjunction with restaurant manager, the TPC and LBC, the Travel Plan will be reviewed on the basis set out in Chapter 7.0.

6.1.6 The TPC will be responsible for providing staff with information on the following:

- **Cycling**
 - Cycle route plans
- **Public Transport**
 - Bus timetables. Local bus routes identified
 - Underground/Overground maps
 - Taxis

6.2 Travel Plan Measures

Walking and Cycling

- 6.2.1 There would be a cycle parking provision of 32 spaces for the proposed development, of which ten will be internal spaces and 22 will be external spaces for visitors and customers.
- 6.2.2 Information on local cycle routes which will be displayed in the crew quarters.
- 6.2.3 Changing facilities and lockers will be available for staff.
- 6.2.4 The TPC will promote the free cycle training offered by LBC and all staff will be encouraged to take part.
- 6.2.5 Showers will be provided to the male and female changing rooms as well as private lockers to encourage staff to cycle to work. **[TBC]**
- 6.2.6 The restaurant operator would be encouraged to be actively involved in the government 'Cyclescheme'.

Public Transport

- 6.2.7 Information on public transport links (timetables and route maps) will be displayed in the crew quarters.
- 6.2.8 All guest rooms are provided with a guide which includes amongst other information a detailed map of the area highlighting major public transport links.

Car Travel

- 6.2.9 The Development will be car free to encourage travel by both staff and guests by means other than the private car.

Taxi

6.2.10 The restaurant operator would be encouraged to have a corporate account with a major taxi firm in London.

6.3 Action Plan/Funding Plan

6.3.1 The proposed Travel Plan measures are laid out in an action plan with timescales and responsibilities. Where appropriate, budgets and funding parties have been identified. This is shown in Table 6A below.

Table 6A Action Plan/Funding Plan

Proposed Measures	Responsible Party	Timescale for Implementation	Funding Party	Funding Budget
Appointment of Travel Plan Co-ordinator	Restaurant operator	Prior to occupation	Restaurant operator	Part of Job description
Cycle Scheme for Staff	TPC	On-going policy	Restaurant operator	Part of companywide scheme
Cycle Parking Provision	Developer	Prior to occupation	Developer	N/A Condition of planning permission
Changing Facilities for Staff	Developer	Prior to occupation	Developer	Plan of proposed layout
Staff Travel Information	TPC	From 1 st Opening	Restaurant operator	Maps available for free from Council/TfL
Monitoring Programme	TPC	From 1 st Opening	Restaurant operator	Appropriate funding to be allocated

7.0 MONITORING AND REVIEW

7.1 Monitoring

7.1.1 Ongoing monitoring and reporting is necessary for ensuring the continued effectiveness of the Travel Plan.

7.1.2 The Travel Plan monitoring will be iTRACE compliant (if required).

7.1.3 iTRACE compliancy means that the following activities must be undertaken as part of the Travel Plan:

- An iTRACE compliant baseline survey – to enable modal split to be established; and
- Periodic iTRACE compliant monitoring surveys to enable modal shift to be identified.

7.1.4 A sample copy of the staff travel questionnaire is included in Appendix 2.0.

7.1.5 The TPC would provide survey forms, one for each employee.

7.1.6 The Travel Plan Co-ordinator would be responsible for printing and distributing the surveys to staff, and collecting the completed questionnaires. They would then either analyse the results themselves or supply them to a suitably qualified consultancy for analysis and review on their behalf.

Freight Surveys

7.1.7 Given that the restaurant will only receive seven deliveries per day scheduled by the restaurant operator, freight surveys are not considered to be necessary.

Monitoring Timetable

7.1.8 Surveys would be undertaken to inform the review in:

- Year 1 (within 6 months of occupation)
- Year 3

- Year 5

7.2 Targets

7.2.1 Targets will form an essential ingredient in the Travel Plan. All targets must be SMART (Specific, Measurable, Achievable, Realistic and Timebound).

7.2.2 The targets will relate to staff only. The measures provided in this plan will seek to achieve the travel aims and objective with regards to customer trips but these cannot be set targets.

7.2.3 Interim targets for years 1, 3 and 5 are set out in Table 7A below. These targets are based on 2011 Census Travel to Work data with super output area E02000186 set as place of work.

Table 7A Interim Targets

	2011 Census Data	Year 1	Year 3	Year 5
Underground, metro, light rail or tram	37%	40%	42%	43%
Train	30%	30%	30%	30%
Bus, minibus or coach	10%	10%	10%	11%
Driving a car or van or motorcycle	12%	8%	5%	3%
Passenger in a car or van	1%	0%	1%	1%
Bicycle	4%	5%	5%	5%
Foot	6%	7%	7%	7%
Total	100%	100%	100%	100%

7.2.4 The process of periodic monitoring, target evaluation and review would be undertaken for the period of 5 years from opening of the drive thru lane.

7.3 Review Definition

7.3.1 A Review shall be a report prepared by either the TPC or appropriate consultancy acting on behalf. The Review will include the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in terms of

- Implementing its terms or recommendations;
- Achieving its targets.

7.3.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the Travel Plan.

7.3.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP.

7.4 Review Timetable

7.4.1 The timetable for submission of Reviews is as follows:

- Year 1 Review (within 6 months of occupation)
- Year 3 Review
- Year 5 Final Review

7.5 Review Procedure

7.5.1 The reviews shall be submitted in writing by the TPC to the Council.

7.5.2 The TPC shall consult the Council on the content of every Travel Plan submission.

7.5.3 The Council shall respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for refusal.

7.5.4 In the event of a refusal the TPC shall address as appropriate the deficiencies highlighted and resubmit within one month of receipt.

7.5.5 The recommendations of the Review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

7.5.6 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged.

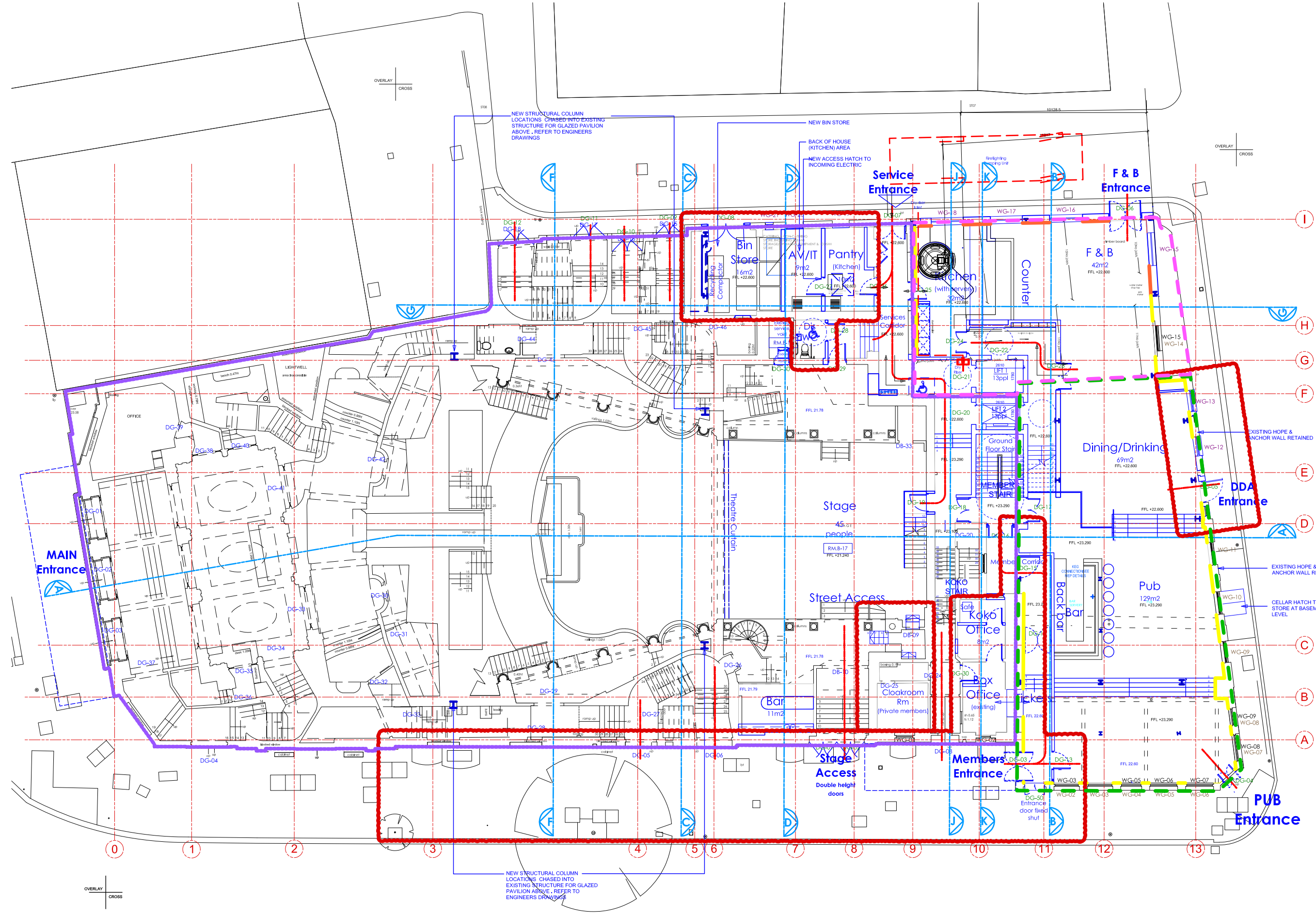
8.0 SUMMARY OF TRAVEL PLAN

- 8.1 The aim of the Travel Plan is to make staff aware of the alternative means of transport that are available in order to travel to and from their place of work and in particular, reduce the number of journeys to work that are made by car.
- 8.2 The trip analysis undertaken predicts that a very low number of staff would drive to work out of the proposed development and the introduction of this Travel Plan will help to reduce the number further.
- 8.3 Travel surveys will be undertaken 1, 3 and 5 years after opening of the development and the results will be used to inform the review process.
- 8.4 New staff will be appraised of the travel plan as part of their staff induction so that good practice in terms of modal choice is encouraged from the outset.

ARCHITECTS SITE LAYOUT

Copyright. All rights reserved. This drawing must not be reproduced without permission.
 Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings.
 All shop drawings to be submitted to the architect for comment prior to fabrication.
 This drawing is to be read in conjunction with the Architect's specification, bills of quantities / schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect.
 Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments
 - / - / -



- LEGEND**
- Proposed Works
 - Existing Building Fabric KOKO née Camden Palace Theatre (1900)
 - Existing Building Fabric Hope & Anchor (approx. 1850)
 - Existing Building Fabric Bayham Place (from 1875)
 - Existing Modern Building Fabric Bayham Place (from 2006)
 - Building Fabric to be demolished
 - Demolition of Flooring / Elevation / Wall
 - Proposed Excavation
 - Remove and retain in alternate location
 - Retain and protect existing
 - Retain, make good, ease and adjusted
 - Means of escape Route
 - Private Members Route
 - Koko Customer Route
 - Public Route
 - Artist Route
 - Proposed Riser
 - Proposed Risers Above
 - RM.4-06 Room Number
 - D4-02 Door Number
 - W4-05 Window Number
 - Hope & Anchor Demise
 - Koko Demise
 - 1 Bayham Street & 65 Bayham Place Demise
 - Original brickwork exposed
 - New brickwork exposed

17.10.17
 DRAFT
 0 1 2 3 4 5 6 7 8m

PLANNING
APPENDIX 1.0
ARCHITECTS
SITE LAYOUT

project title KOKO + Hope & Anchor + Bayham Place Carr	
drawing title Proposed Ground Floor Plan	scale date 1:300 @ A1 13.04.17
drawing number AHA/KKC/GA/100	checked FR/PC DA
	revision

STAFF TRAVEL QUESTIONNAIRE

**STAFF TRAVEL
QUESTIONNAIRE**



CONFIDENTIAL

Please complete all the sections as accurately as possible – there is no right or wrong answer.

Surname		Initials	
Job Title		Home postcode <i>e.g. NW10 1NE</i>	
Gender	Male <input type="checkbox"/>	Female <input type="checkbox"/>	
Age	Under 25 <input type="checkbox"/>	25-34 <input type="checkbox"/>	35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> Over 55 <input type="checkbox"/>

Do you work full/part time? (please tick)		What are your normal working hours? e.g. 8am – 5pm						
Part time <input type="checkbox"/>	Full time <input type="checkbox"/>	Mon	Tues	Wed	Thurs	Fri	Sat	Sun

Which mode of transport do you use most often when travelling to or from work? (please tick one option only)	
1. Car (driven and parked Co-operative car park) <input type="checkbox"/>	7. Taxi <input type="checkbox"/>
2. Car (driven and parked elsewhere; if so where:) <input type="checkbox"/>	8. Train <input type="checkbox"/>
3. Car passenger (shared with another Co-operative employee) <input type="checkbox"/>	9. Underground <input type="checkbox"/>
4. Car passenger (dropped off by friend/relative) <input type="checkbox"/>	10. Bus (Numbers if available.....) <input type="checkbox"/>
5. Motorcycle (parked in Co-operative car park) <input type="checkbox"/>	11. Cycle <input type="checkbox"/>
6. Motorcycle (parked elsewhere; if so where) <input type="checkbox"/>	12. Walk <input type="checkbox"/>
Other (please state)	

Do you use a car as part of your job?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not applicable <input type="checkbox"/>
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How long does your journey take (please tick box)	0-5 mins <input type="checkbox"/>	5-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	>20 mins <input type="checkbox"/>
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How far do you travel? (please tick box)	0-1 miles <input type="checkbox"/>	1-3 miles <input type="checkbox"/>	3-5 miles <input type="checkbox"/>	>5 miles <input type="checkbox"/>
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Would you be prepared to:	Yes	No	If No, Please State Reason
Walk	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	
Car Share with another employee (as either driver or passenger)	<input type="checkbox"/>	<input type="checkbox"/>	
Use Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	