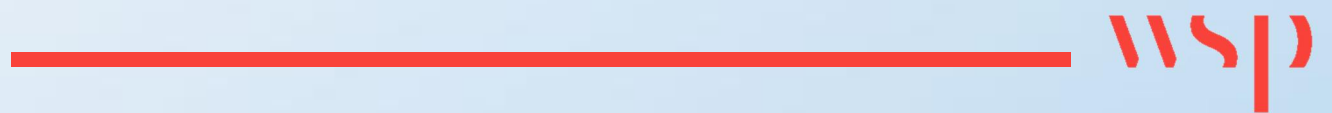


# Appendix I

TRAVEL PLAN





Camden Mixed Developments Limited

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# **GRAND UNION HOUSE**

## **Travel Plan**



Camden **Mixed Developments Limited**

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# **GRAND UNION HOUSE**

## **Travel Plan**

**TYPE OF DOCUMENT (VERSION) PUBLIC**




**PROJECT NO. 70009120**

**OUR REF. NO. 70009120**

**DATE: DECEMBER 2018**

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# 1. INTRODUCTION

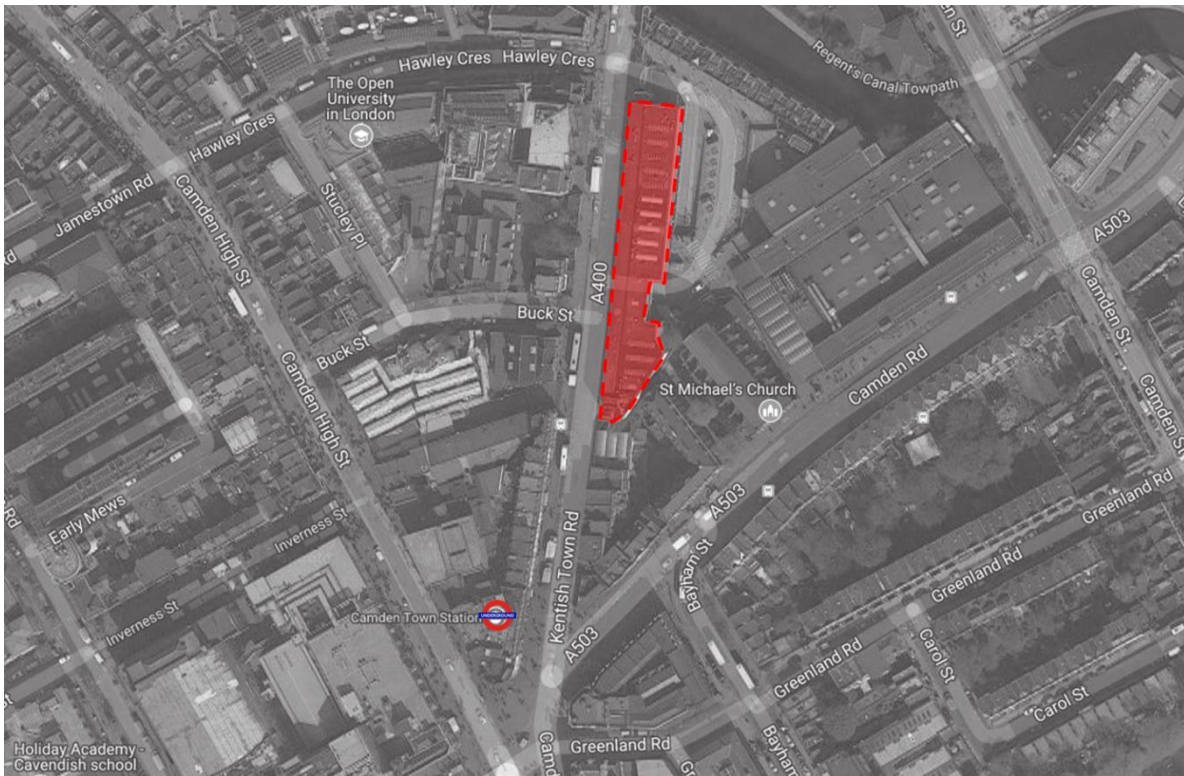
## 1.1. APPOINTMENT

- 1.1.1. This Travel Plan (TP) is submitted in support of a detailed planning application ('the Application') made on behalf of Camden Mixed Developments Limited ('the Applicant') for the adaptive re-use, alterations and extensions ('the Proposed Development') to Grand Union House, 16-20 Kentish Town Road, London ('the Site'), located in the London Borough of Camden (LBC).
- 1.1.2. This report has been prepared in accordance with current DfT and TfL travel plan guidance. It will therefore be used as a basis from which to agree terms of any planning agreement, including conditions or planning obligations relating to the proposed measures identified within this document.

## 1.2. SITE LOCATION

- 1.2.1. The Site is located on Kentish Town Road, Camden Town. LBC is the local planning authority and the local highway authority. The Site location is shown in Figure 1-1.

**Figure 1-1: Site Location**



- 1.2.2. The Site is accessed via Kentish Town Road with a further pedestrian access from Camden Road. The existing building is an office building within a retail unit and a retail bar at ground floor level. There are 12 car parking spaces which belong to the residents of Grand Union Walk which are all located are ground floor level and retained.
- 1.2.3. Five parking bays are provided on street to the northeast of the Site on Kentish Town Road (31m), and four parking bays (26m) are provided on street to the southeast of the Site, measuring 6m each also on Kentish Town Road.

### 1.3. DEVELOPMENT PROPOSALS

The Proposed Development would comprise of the Partial demolition and redevelopment of the existing building, to provide a new office (Class B1) building with associated roof terraces, ground floor flexible town centre uses (Class A1 and/or A3 and/or D2), and 6 affordable housing units, along with associated landscaping works.

- 1.3.1. The development will be 'car-free' apart from 12 car parking spaces that are retained.  
Cycle parking spaces will be provided in line with the minimum Draft New London Plan standards.

### 1.4. TRAVEL PLAN OVERVIEW

- 1.4.1. TfL, in their latest guidance, define a Travel Plan as 'a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site'. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.
- 1.4.2. A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option communicating these opportunities to occupiers is also critical to the success of the Travel Plan.
- 1.4.3. The Travel Plan is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the Site and provides continuous improvements for its duration. These aspirations and actions should be documented in a travel plan, the structure and content of which are dependent upon a range of factors including the location and nature of development, the occupiers and the end users.
- 1.4.4. The Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. It is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the Site and provides continuous improvements for its duration.
- 1.4.5. The Applicant is fully supportive of the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

### 1.5. REPORT PURPOSE

- 1.5.1. This Travel Plan has been prepared in accordance with TfL's Travel Planning Guidance (November 2013). This guidance marks a move towards integrating deliveries and servicing into the Travel Planning process together with appropriate marketing and measures.
- 1.5.2. This document will be then reviewed by LBC to agree appropriate measures, targets and monitoring requirements prior to implementation. The Travel Plan is intended to be a 'live' document that will be monitored on a regular basis.

## 1.6. TRAVEL PLAN STRUCTURE

1.6.1. The structure of the travel plan has been prepared to reflect the structure advised within TfL's Travel Planning Guidance, as follows:

- Section 2: Policy Review;
- Section 3: Baseline Site Context and Sustainable Transport;
- Section 4: Baseline Highway Conditions;
- Section 5: Travel Demand;
- Section 6: Objectives and Targets;
- Section 7: Travel Plan Strategy;
- Section 8: Package of Measures; and
- Section 9: Monitoring and Review.



## 2. POLICY REVIEW

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### 2.1. INTRODUCTION

2.1.1. This section summarises the key national, regional and local planning policies relating to the Proposed Development. Specifically, an overview of the following documents is provided:

- National Planning Policy Framework (July 2018);
- National Planning Practice Guidance (March 2014);
- Good Practice Guidelines: Devolving Travel Plans through the Planning Process (2009);
- London Plan (April 2016);
- Minor Suggested Changes to the Draft New London Plan (August 2018);
- Travel Planning for New Development in London (November 2013);
- LBC Local Plan (July 2017); and
- Camden Planning Guidance 7 Transport (2016).

### 2.2. NATIONAL POLICY

#### NATIONAL PLANNING POLICY FRAMEWORK (JULY 2018)

2.2.1. The National Planning Policy Framework, (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced, replacing the previous 2012 version.

2.2.2. Chapter 9, Promoting Sustainable Transport, outlines the requirements of development applications, it must be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.3. The document also provides details on what developments should do to minimise the impact on the road network:

- give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.4. Travel Plans (TPs) should be provided for all developments that generate significant amounts of movement.

## **NATIONAL POLICY NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2014)**

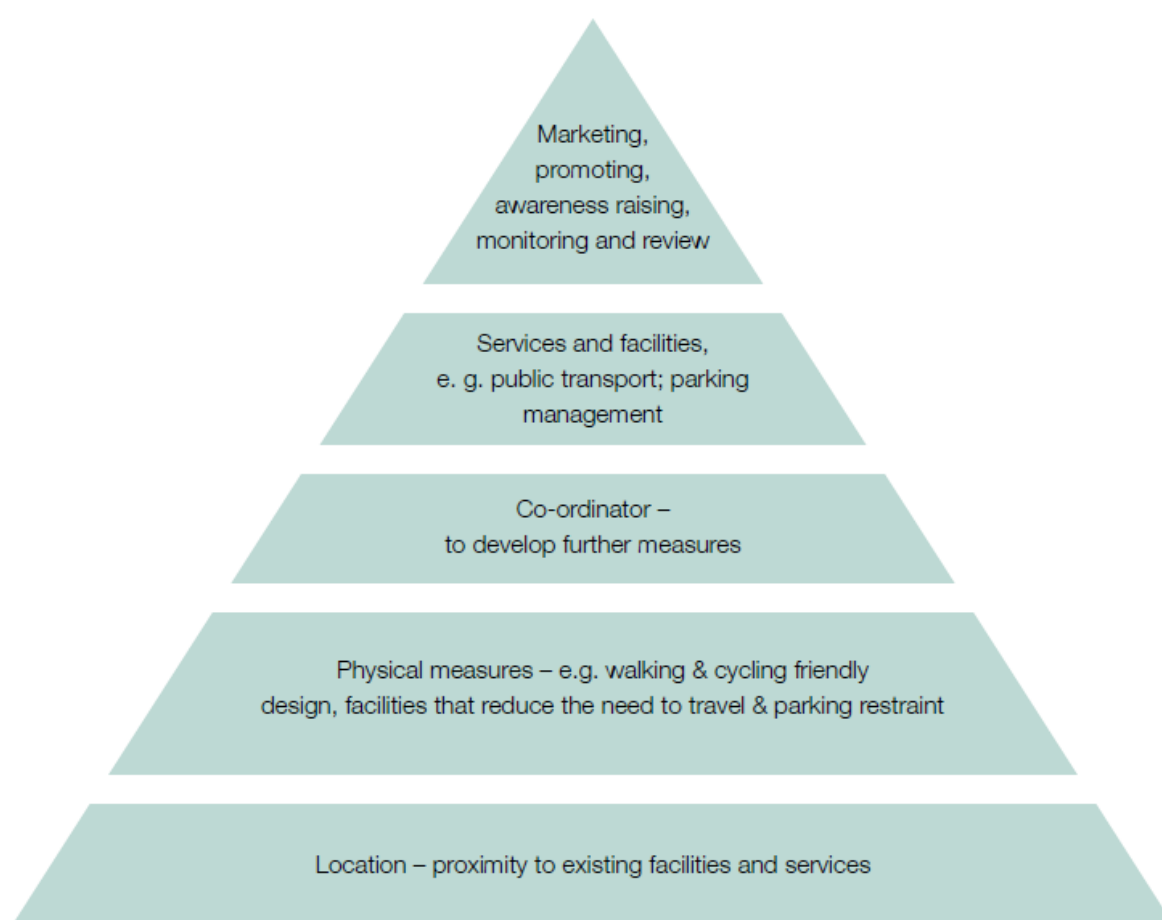
- 2.2.5. The National Planning Practice Guide (NPPG) was published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be alerted in real time when amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available.
- 2.2.6. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.2.7. Paragraph 9 of the NPPG states that the need for a Travel Plan for a particular development will depend on factors including:
- Travel Plan policies contained within the local authority's Local Plan;
  - Proposed Development quantum's, and in particular whether they fall above or below any thresholds which may exist for the preparation of Travel Plans;
  - Existing public transport availability and patronage; and
  - Site-specific considerations, which could include proximity to environmentally-sensitive areas or the need to focus on particular elements within the Travel Plan (e.g. minimising traffic generation levels).
- 2.2.8. Paragraph 11 gives details of the approach to be taken when preparing a Travel Plan. Guidance points include:
- Setting specific outcomes rather than just outlining the process to be followed;
  - Considering all journeys associated with the Proposed Development, including visitor trips; taking a reasonable approach to sanctions in the event of targets not being met. In particular, it is noted that Travel Plans can only impose certain conditions if they are consistent with Government policy; and
  - Advising that: "it is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating" so that the actual operational and occupational characteristics of the developments can be taken into account once it is up and running. In this respect, a more fluid approach is deemed preferable to one which is overly prescriptive prior to occupation.
- 2.2.9. Paragraph 12 offers guidance on the monitoring of Travel Plans. The developer and the local authority should agree on the monitoring plan to be followed and with whom the responsibility for ensuring compliance lies. The guidance advises that monitoring should continue until the development's travel patterns are deemed to be consistent with the Travel Plan objectives, after which point the Travel Plan could remain active but would become a voluntary initiative.

## **GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS - DFT (2009)**

- 2.2.10. The DfT guidelines are intended to assist all stakeholders, in both the public and private sectors, to secure an effective policy framework, determine when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process.
- 2.2.11. The document comprises technical guidelines and does not set out any new policy or legal requirements.

- 2.2.12. It recognises that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure and help to reduce CO2 emissions.
- 2.2.13. Travel Plans are important for developments in order to:
- Support increased choice of travel modes;
  - Promote and achieve access by sustainable modes;
  - Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
  - Promote a partnership between the authority and the developer in creating and shaping 'place'.
- 2.2.14. The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought, as illustrated by Figure 2-1.

**Figure 2-1: Travel Plan Pyramid**



- 2.2.15. The DfT's Travel Plan Pyramid helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

## 2.3. REGIONAL POLICY

### DRAFT NEW LONDON PLAN WITH SUGGESTED CHANGES (AUGUST 2018)

- 2.3.1. The Draft New London Plan was issued for consultation in November 2017 with suggestion changes in August 2018 and is set to be adopted in Autumn 2019. In the meantime, the current 2016 London Plan remains adopted, however the Draft New London Plan provides useful context for the direction of future policy.
- 2.3.2. The document aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport. The Mayor's key target, as set out in Policy T1 is that:
  - 80% of all trips in London are to be made by foot, cycle or public transport by 2041.
- 2.3.3. The Draft New London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.3.4. In order to achieve this, the Draft New London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

'Policy T2 Healthy Streets' outlines that development proposals should:

  - Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance (Figure 2-1);
  - Reduce the dominance of vehicles on London's streets whether stationary or moving; and
  - Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- 2.3.5. Policy T2 relates to Healthy Streets and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle with reduced vehicle dominance.
- 2.3.6. Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Travel plans are noted as being able to help reduce negative impacts and bring about positive outcomes and are required in accordance with relevant Transport for London guidance.
- 2.3.7. Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces is recommended).
- 2.3.8. The relevant cycle parking standards within the London Plan are provided in Table 2-1.

**Table 2-1: Draft New London Plan 2018 Minor Amendments Cycle Parking Standards**

Land Use	Long-stay requirements	Short-stay requirements
A1-A5 Retail Space	1 space per 175 sqm (GEA) from a threshold of 100sqm	1 space per 20 sqm (GEA) from a threshold of 100sqm
B1 Office Space	1 space per 75sqm (GEA)	First 500sqm: 1 space per 500sqm Thereafter: 1 spaces per 5,000sqm (GEA)
C3 Residential dwellings	1 space per studio or 1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
D2 Leisure	1 space per 8 FTE staff	1 space per 30 seats/ 1 space per 100sqm

2.3.9. The relevant car parking standards in the London Plan are shown in the Table 2-2.

**Table 2-2: London Plan Car Parking Standards**

Land Use	Maximum provision
A1-A5 Retail	Inner London (retail below 500sqm) – Up to 1 space per 75sqm GIA
B1 Office	Inner London – Car-free
C3 Residential	Inner London PTAL 4 – Car-free Inner London PTAL 3 – Up to 0.25 spaces per dwelling
D2 Leisure	PTAL 4-6: limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries and servicing

## THE LONDON PLAN 'THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011' (MARCH 2016)

- 2.3.10. The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages cycling, walking and use of electric vehicles. The document states that London should be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.
- 2.3.11. The London Plan recognises that transport plays a fundamental role in addressing the whole range of this spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.
- 2.3.12. Policy 6.1 Strategic Approach stresses the importance of closer integration of transport and development and hopes to achieve this by inter alia:
- Encouraging patterns of development that reduce the need to travel, especially by car;
  - Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
  - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and
  - Promoting greater use of low carbon technology so that CO2 and other contributors to global warming are reduced.

## TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (NOVEMBER 2013)

- 2.3.13. In November 2013 TfL published the new guidance on the requirements for travel plans for new developments in London.
- 2.3.14. The type of Travel Plan required should be considered in context of a range of circumstances. Thresholds set out in Table 2-3 below identify the type of Travel Plan that is required. In cases where individual occupiers do not meet the thresholds a Travel Plan is not required. Where this is the case it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site wide Travel Plan measures.

**Table 2-3: Development Scale Guidelines for Travel Plans**

Land Use	Travel Plan Statement	Full Travel Plan
A1 Food / non-food retail	>=20 staff but less than 1,000 m2	>=1,000m2
A3/ A4/ A5 food/ drink	>=20 staff but less than 750m2	>=750m2
B1 Office	>=20 staff but less than 2,500m2	>=2,500m2
A3/ A4/ A5 Food and Drink	>=20 staff <750m2	>=750m2
B1 Office	>=20 staff <2,500m2	>=2,500m2
C3 Residential	Between 50 and 80 units	>= 80 units

D2 Leisure	>=More than 20 staff but less than 1,000m2	>= 1,500m2
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- 2.3.15. The Proposed Development exceeds the full Travel Plan thresholds for A1, A3 and B1 land uses. TfL's guidance sets out that:

*"Mixed use developments comprising of one or more elements that exceed the thresholds, or outline planning permission for which specific elements are not yet established, will require a framework travel plan."*

- 2.3.16. On this basis a Framework Travel Plan has been prepared. A Framework Travel Plan should include:

- A commitment to individual Travel Plan development by occupiers of the site, where they relate to elements of the scheme that exceed the thresholds;
- As occupiers are confirmed, they will need to submit a full travel plan statement, as appropriate for their occupation. This requirement should be included within the terms of the lease, or before ownership is transferred if the site is sold;
- Baseline travel patterns delivered;
- Measures to be delivered site-wide, and responsibility for the delivery and funding of these;
- Future actions for Travel Plan development and refinement; and
- Preliminary targets based on associated transport assessment predictions with appropriate timescales.

## 2.4. LOCAL POLICY

### LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

- 2.4.1. On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House site.

### CAMDEN PLANNING GUIDANCE (SEPTEMBER 2011) WITH AMENDMENTS IN 2018

- 2.4.2. CPG7 is a supplementary document which provides transport advice, with a particular focus on mitigating transport related issues such as poor air quality and congestion in the borough. The guidance is in line with the Local Plan policies. The document provides guidance on what Travel Plans should include, depending on the land use type.
- 2.4.3. Workplace Travel Plans are used to promote alternatives to single-occupancy car use for travel by staff to and from the site. It may also include visitor, client and customer travel, as well suppliers making deliveries. The key components necessary for all workplace travel plans are:
- corporate/management support and commitment;
  - designated travel co-ordinator;
  - consultation on the plan;
  - staff travel surveys - baseline & monitoring;
  - targets – challenging but achievable;
  - promotion of the package to the workforce; and



- monitoring – on-going, to check and maintain progress and development.

2.4.4. Residential Travel Plans also aim to bring safer and more sustainable transport for the whole community. As explained in the guidance, it *“provides a mechanism for setting out how the various parties (including the developer and future occupiers) can work together in partnership to encourage sustainable travel patterns”*. 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; and

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.”



## 3. BASELINE SITE CONTEXT AND SUSTAINABLE TRANSPORT

### 3.1. INTRODUCTION

3.1.1. This section describes the Site location, the facilities available in the surrounding area and the Site's accessibility by all modes.

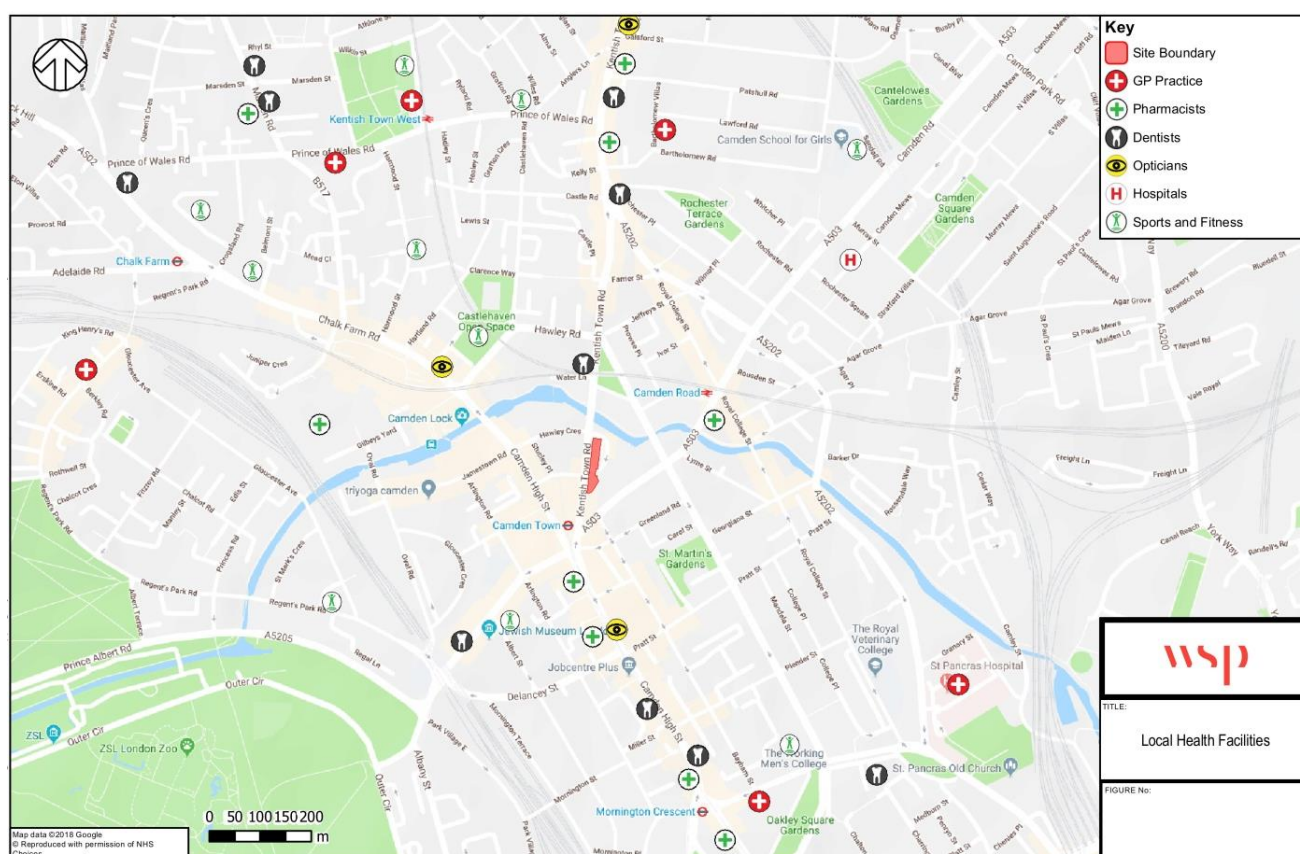
### 3.2. LOCAL FACILITIES AND AMENITIES

3.2.1. Many facilities and amenities are available in the area surrounding the Site. This section details these.

#### HEALTH

3.2.2. The nearest pharmacy to the Site is JP Pharmacy, located only 300m or a 4-minute walk from the Site. The closest hospital to the Site is St Pancras Hospital located 1.3km or a 16 minute walk away, and there is an NHS Service Centre for Ageing and Mental Health situated 850m or 11 minute walk away. There are also various opticians and dentists within a 10 minute walk. Figure 3-1 below illustrates the local health and wellbeing facilities.

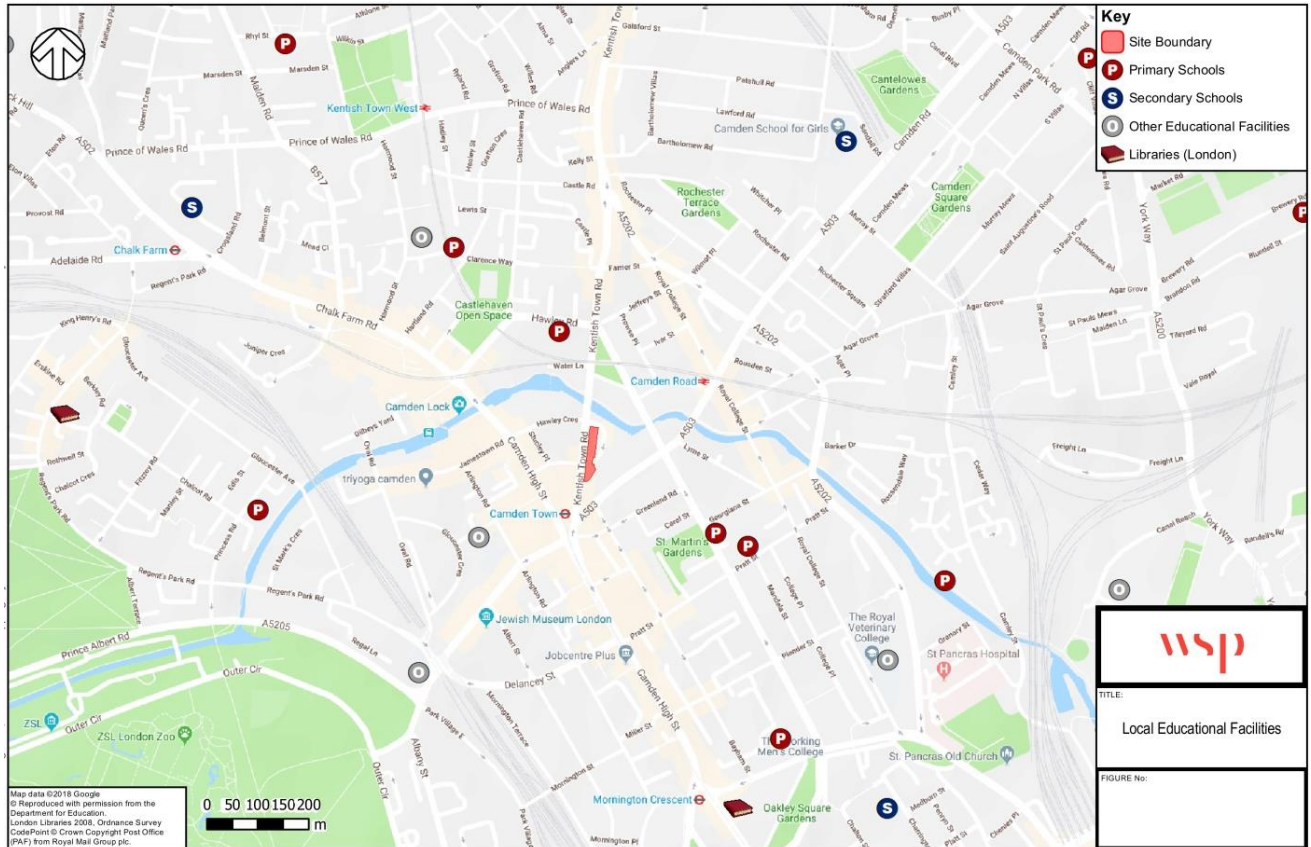
**Figure 3-1: Local Health Facilities**



## EDUCATION

- 3.2.3. The nearest primary school is Hawley Primary School, located 350m or a 4-minute walk away. There are several other educational facilities within the vicinity of the Site, including other primary schools, secondary schools and libraries. Figure 3-2 below shows these.

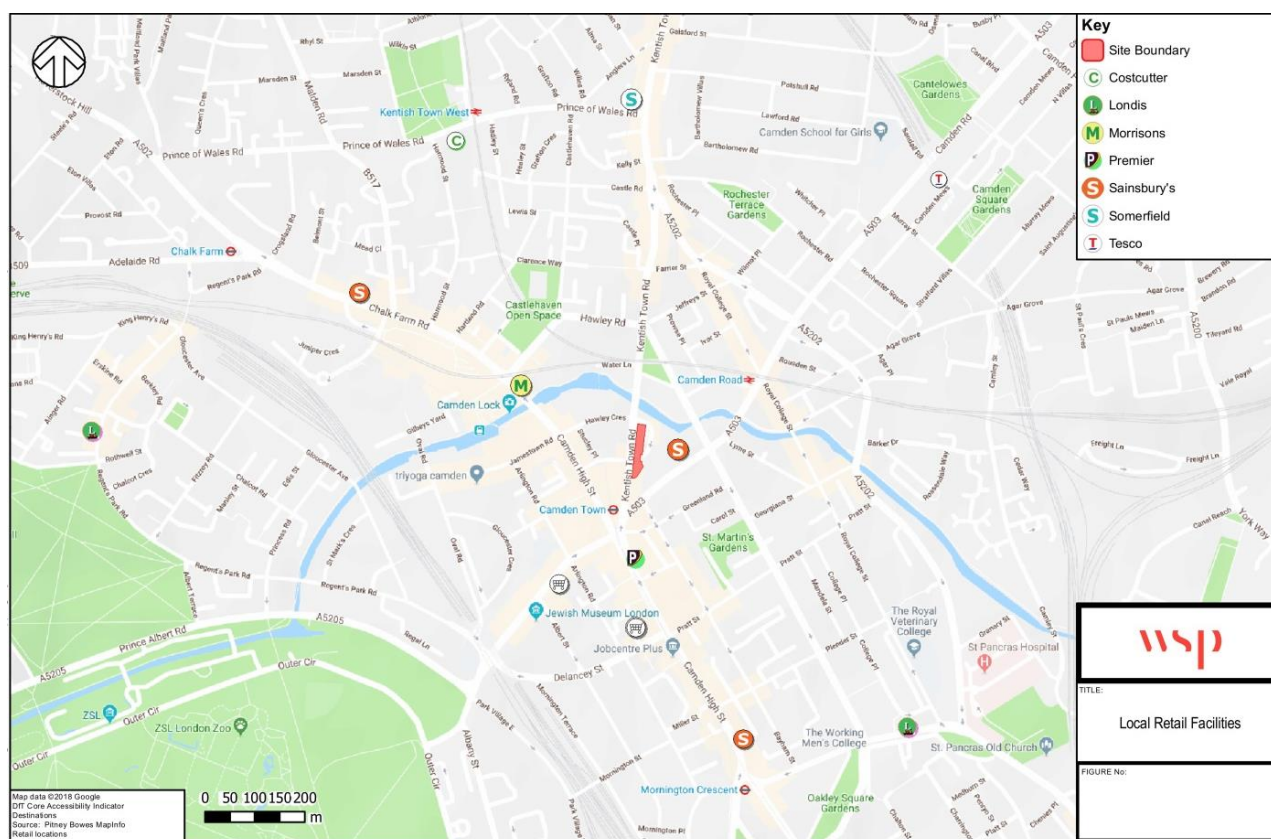
**Figure 3-2: Local Educational Facilities**



## RETAIL & COMMERCIAL

- 3.2.4. There are various supermarkets nearby, the nearest of which is the Sainsbury's adjacent to the Site, as shown in Figure 3-3. There are also smaller independent convenient stores located all along Kentish Town Road, Camden High Street and in the general area, as well as the renown Camden Market located around Camden Lock.

**Figure 3-3: Local Retail Facilities**



### 3.3. BASELINE SUSTAINABLE TRANSPORT CONDITIONS

#### INTRODUCTION

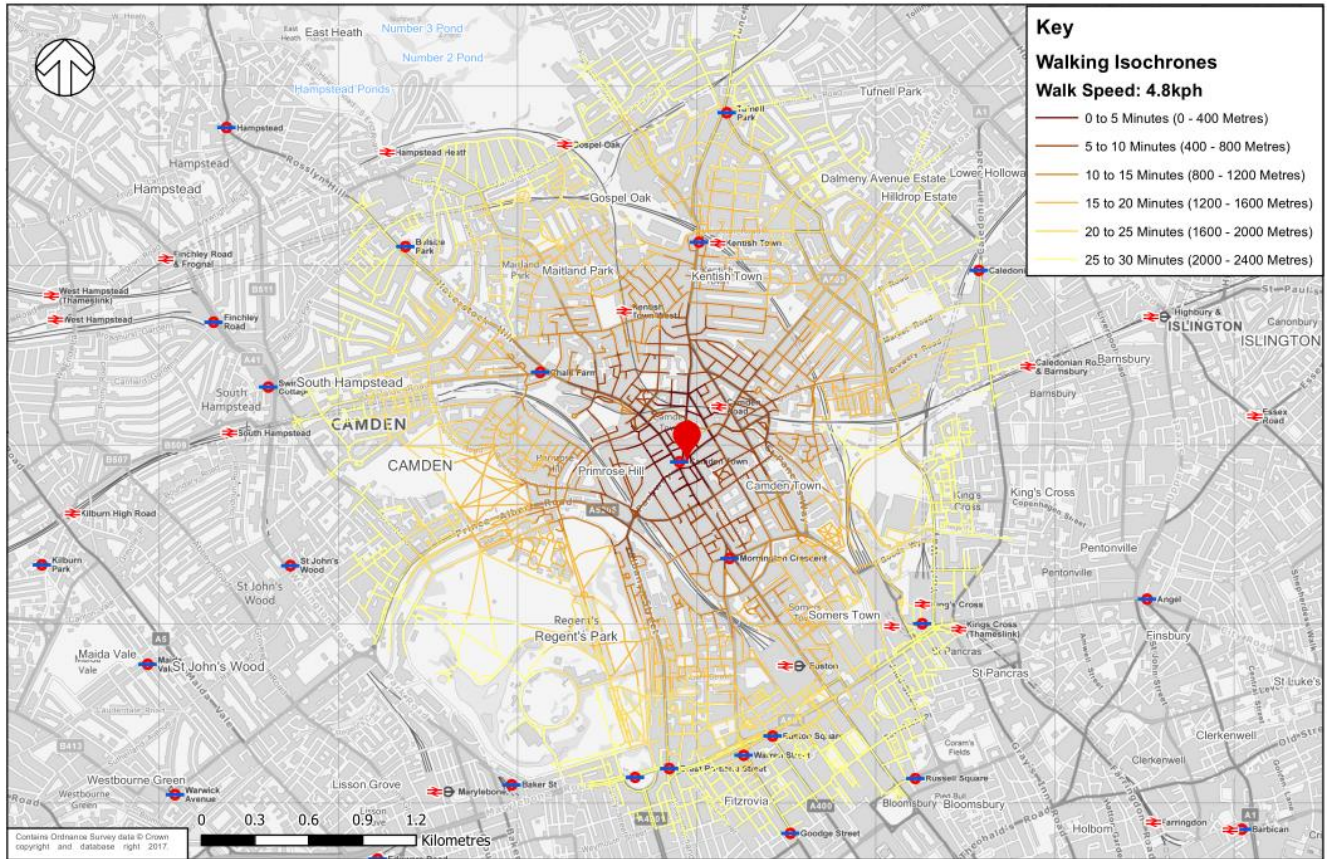
- 3.3.1. The Site benefits from a range of good public transport services and being located close to a range of local amenities. These will be discussed in turn for each mode.

#### PEDESTRIAN ACCESSIBILITY

- 3.3.2. The NPPF notes that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres (2km is equivalent to a 25 minute walk). This statement remains relevant and the NPPF includes a core planning principle to manage patterns of growth to make fullest possible use of walking. 2011 Census data for Greater London shows that 32% of journeys to work made by foot are over 2km in length. A walking distance of 2 kilometres, and more in some cases, is likely to be realistic for residents, staff or visitors travelling to and from the Site.
- 3.3.3. There is an established pedestrian network surrounding the Site. The primary pedestrian access is via Kentish Town Road, there is a secondary access via a footway between Camden Road and the car park which is gated overnight.
- 3.3.4. Pedestrian isochrones have been generated for the development Site as shown in Figure 3-4. They show pedestrian accessibility to the surrounding area based on the average walking speed of 4.8 km/h, illustrating that the Site is five minutes' walk from Camden Town Underground Station.



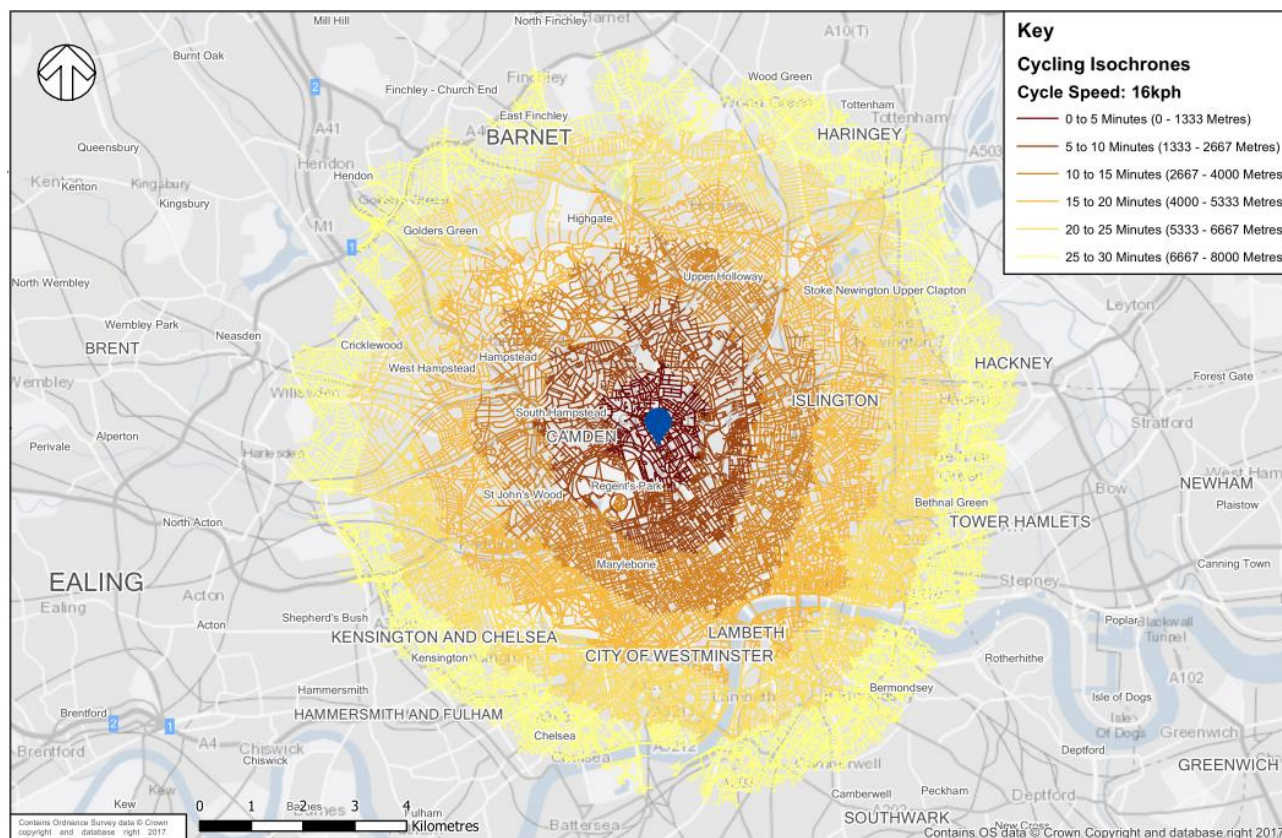
**Figure 3-4: Pedestrian Isochrones**



## 3.4. CYCLE ACCESSIBILITY

3.4.1. Figure 3-5 shows the cycle isochrones for the Site. They show cycle accessibility to the surrounding area based on an average cycling speed of 16km/h.

**Figure 3-5: Cycle Isochrones**



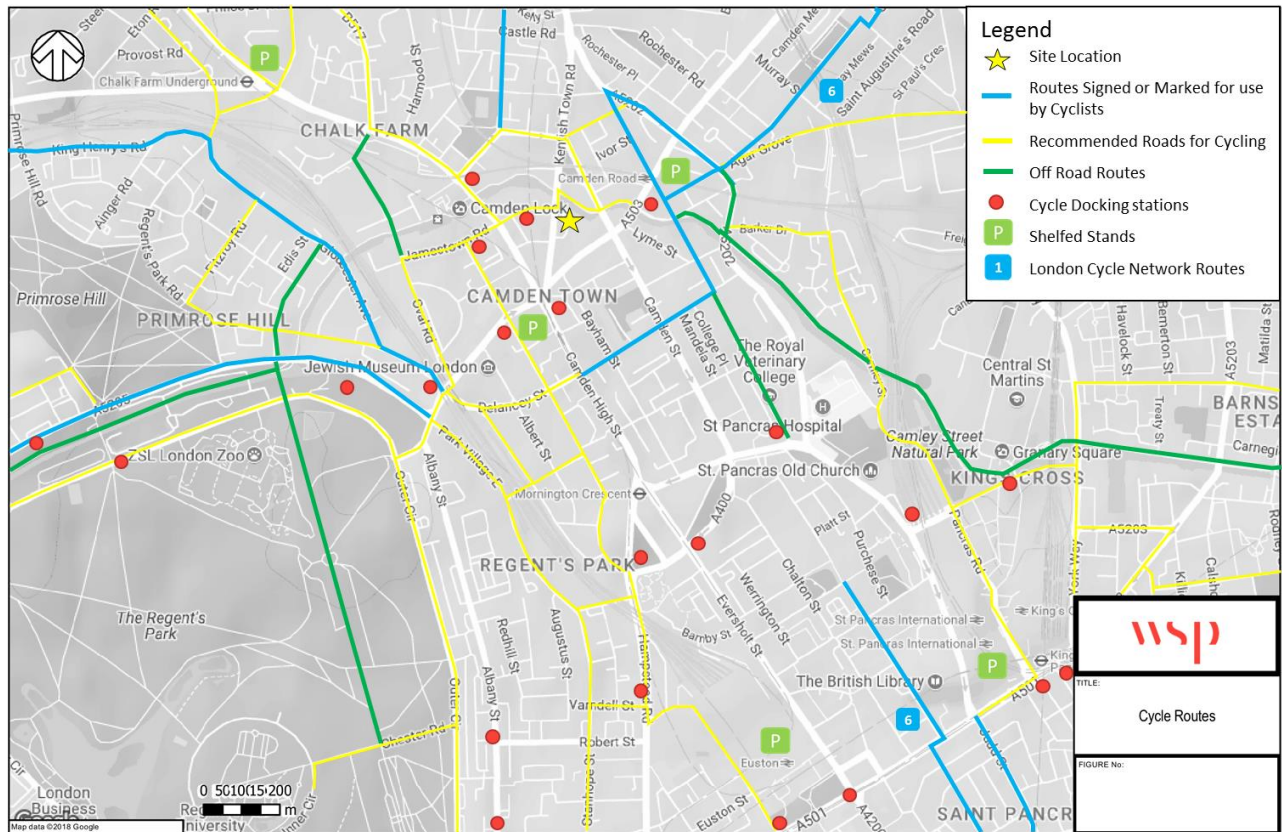
3.4.2. The figure above shows that the Site is well connected by bicycle, particularly to and from Central London.

## CYCLE ROUTES

3.4.3. The Site is conveniently placed within an efficient network of on and off-road cycle routes. To the south west of the Site, routes lead to Regents Park and Primrose Hill, providing cyclists with a safe and scenic thoroughway to Central London. There are recommended roads for cycling which lead to Euston, St Pancras and Kings Cross Stations towards the south east, and various routes into the London Borough of Hackney further afield. Routes to the north of the Site provide direct access to Hampstead Heath and Finsbury Park. A plan illustrating the cycling facilities within the local area including the local cycle routes is shown in Figure 3-6.



**Figure 3-6: Cycle Routes**



## SANTANDER CYCLE ACCESSIBILITY

- 3.4.4. The nearest Santander Cycle Hire Docking points are located on Hawley Cress, Greenland Road and Arlington Road. These are illustrated on Figure 3-7 and Table 3-1 details each docking point.

**Figure 3-7: Santander Cycle Docks**



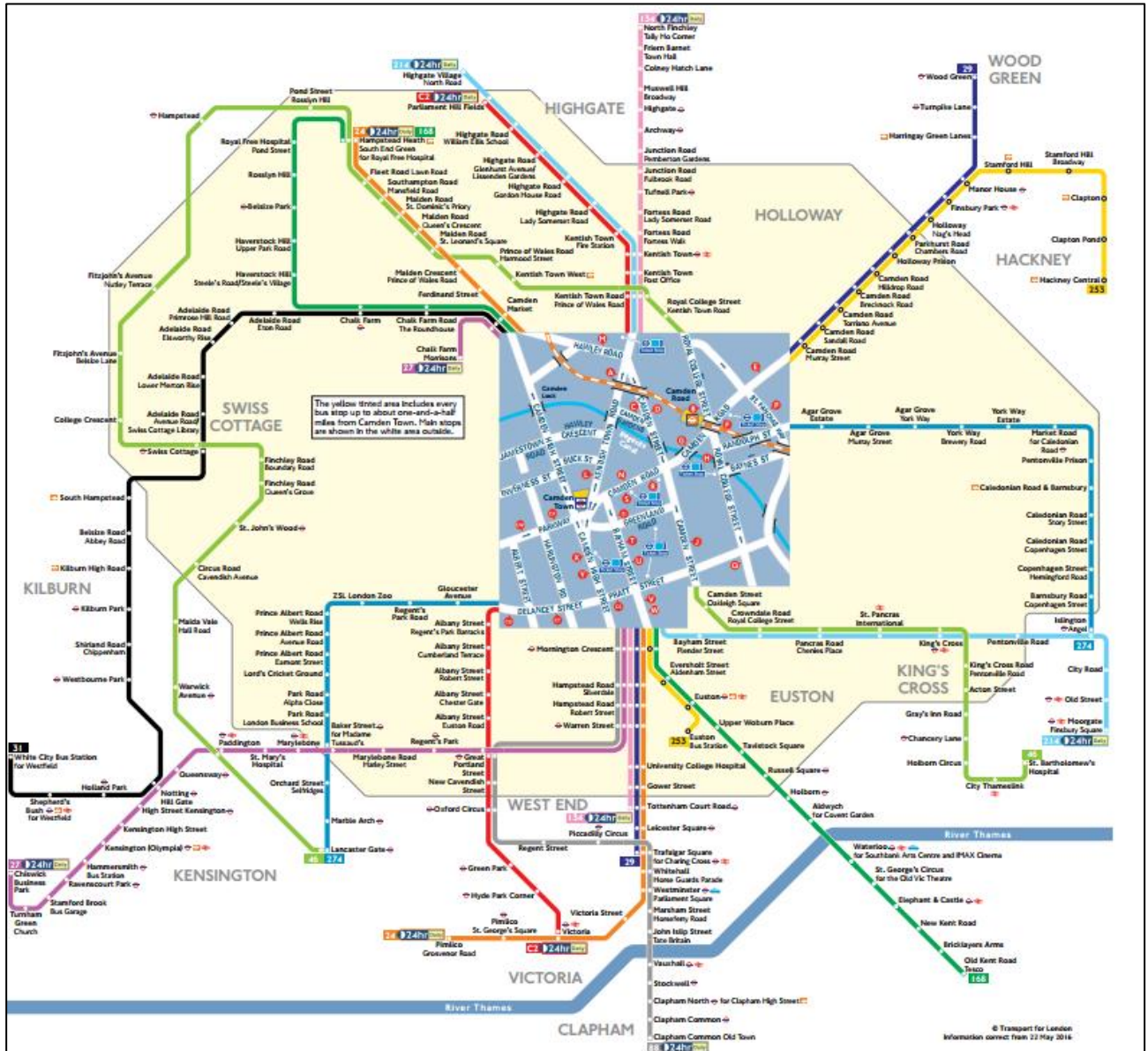
**Table 3-1: Docking Points in Close proximity to the Site**

Docking Point Location	Number of Docking Points	Distance from Site	Walking time from Site
Hawley Cress	21	130m	2 minutes
Greenland Road	35	220m	3 minutes
Arlington Road	23	350m	5 minutes
Parkway	33	350m	5 minutes
Castlehaven Road	29	500m	6 minutes
Bonny Street	45	500m	6 minutes
Saint Martin's Gardens	18	500m	6 minutes

## BUS ACCESSIBILITY

- 3.4.5. A number of bus services can be accessed from bus stops on Kentish Town Road and Camden Road as detailed in Figure 3-8 and Table 3-2. The nearest bus stop is located 70m (1-minute walk) from the Site.

**Figure 3-8: Local Bus Routes**





**Table 3-1: Accessible Bus Services**

Bus Service	Bus Stop	Route	AM Peak (08:00-09:00) Frequency	PM Peak (17:00-18:00) Frequency
24	Camden Town Station (Stop S)	Hampstead Heath – Pimlico	9	9
	Camden Town Station (Stop X)	Grosvenor Road (Pimlico) – Royal Free Hospital (Hampstead Heath)	7	7
27	Camden Town Station (Stop S)	Chalk Farm – Chiswick	8	8
	Camden Town Station (Stop X)	Gunnersbury – Chalk Farm	8	8
29	Camden Town Station (Stop S)	Wood Green – Trafalgar Square	10	10
	Camden Town Station (Stop Y)	Trafalgar Square – Wood Green	10	10
31	Camden Town Station (Stop X)	Camden – White City	7	7
	Camden Town Station (Stop ZI)	Bus Terminates here	-	-
46	Kentish Town Road Camden Town (Stop KK)	St Bartholomew's Hospital – Lancaster Gate Station	6	6
	Camden Gardens (Stop D)	Lancaster Gate Station – St. Bartholomew's Hospital	7	7
88	Camden Town Station (Stop S)	Camden Gardens – Clapham Common	8	8
	Kentish Town Road Camden Town (Stop L)	Wingate Square – Camden Gardens	8	8
134	Camden Town Station (Stop S)	North Finchley – Tottenham Court Road	9	9
	Kentish Town Road Camden Town (Stop L)	Tottenham Court Road – North Finchley	10	10
168	Camden Street (Stop R)	Hampstead Heath – Old Kent Road	8	8
	Camden Town Station (Stop X)	Old Kent Road – Hampstead Heath	8	8
214	Camden Street (Stop R)	Highgate – Moorgate	8	8

	Kentish Town Road Camden Town (Stop L)	Moorgate – Highgate Village	7	7
253	Camden Street (Stop R)	Hackney Central Station – Euston Bus Station	10	10
	Camden Town Station (Stop Y)	Hackney Central	10	10
274	Camden Street (Stop R)	Angel Islington – Lancaster Gate	8	8
	Camden High Street Camden Town (Stop CX)	Lancaster Gate – Angel Islington	8	8
C2	Camden Street (Stop R)	Parliament Hill Fields – Oxford Street	9	9
	Camden High Street Camden Town (Stop CX)	Regents Street – Parliament Hill	8	8

Source: Transport for London (TfL)

## LONDON UNDERGROUND (LUL SERVICES)

- 3.4.6. The nearest station is Camden Town Underground Station which is served by both branches of the Northern Line. It is located within Zone 2 and provides frequent and fast services into Central London. Table 3-3 below illustrates the frequencies and destinations for the AM and PM Peak hours.

**Table 3-3: London Underground Services at Camden Town Station**

Direction	Destination	AM Peak (08:00-09:00) Frequency	PM Peak Hour (17:00-18:00) Frequency
North Bound	Edgware	18	20
	High Barnet/ Mill Hill East	22	22
South Bound	Kennington (via Tottenham Court Road)	24	24
	Morden (via Bank)	23	23

Source: Transport for London (TfL)

**Figure 3-9: Local London Underground Services**



- 3.4.7. The following section outlines the planned improvement works to ensure Camden Town Underground Station can cater for increases in future levels of demand.

### **PLANNED IMPROVEMENTS TO CAMDEN TOWN STATION**

- 3.4.8. In order to upgrade the station capacity and to improve the ease of entering, exiting and changing between trains, TfL proposes the following:

- A new second entrance and exit to the station on Buck Street located between Camden High Street and Kentish Town Road (opposite the site);
- More escalators;
- Step-free access from the street to the trains; and
- More space to change between trains.

- 3.4.9. The first Consultation for the proposal to upgrade the capacity of the station commenced in 2015 and was followed by a second round in 2017. A Consultation on the new entrance proposed on Buck Street was held in 2017, receiving positive feedback. A second Consultation for this entrance is expected later in 2018, with final the application for the permission to do the work needed to be made in late 2019/ late 2020 and construction of the station commencing in Spring 2020. The station update is expected to be completed in 2024/5.

### **LONDON OVERGROUND**

- 3.4.10. The nearest London Overground station is Camden Road Rail Station located approximately 400m in a north-western direction from the Site. Details of London Overground frequencies at the station are provided in Table 3-4 below.

**Table 3-4: London Overground Services at Camden Road Station**

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
East Bound	Stratford	8	7
West Bound	Clapham Junction	4	4
	Richmond	3	4

Source: Transport for London (TfL)

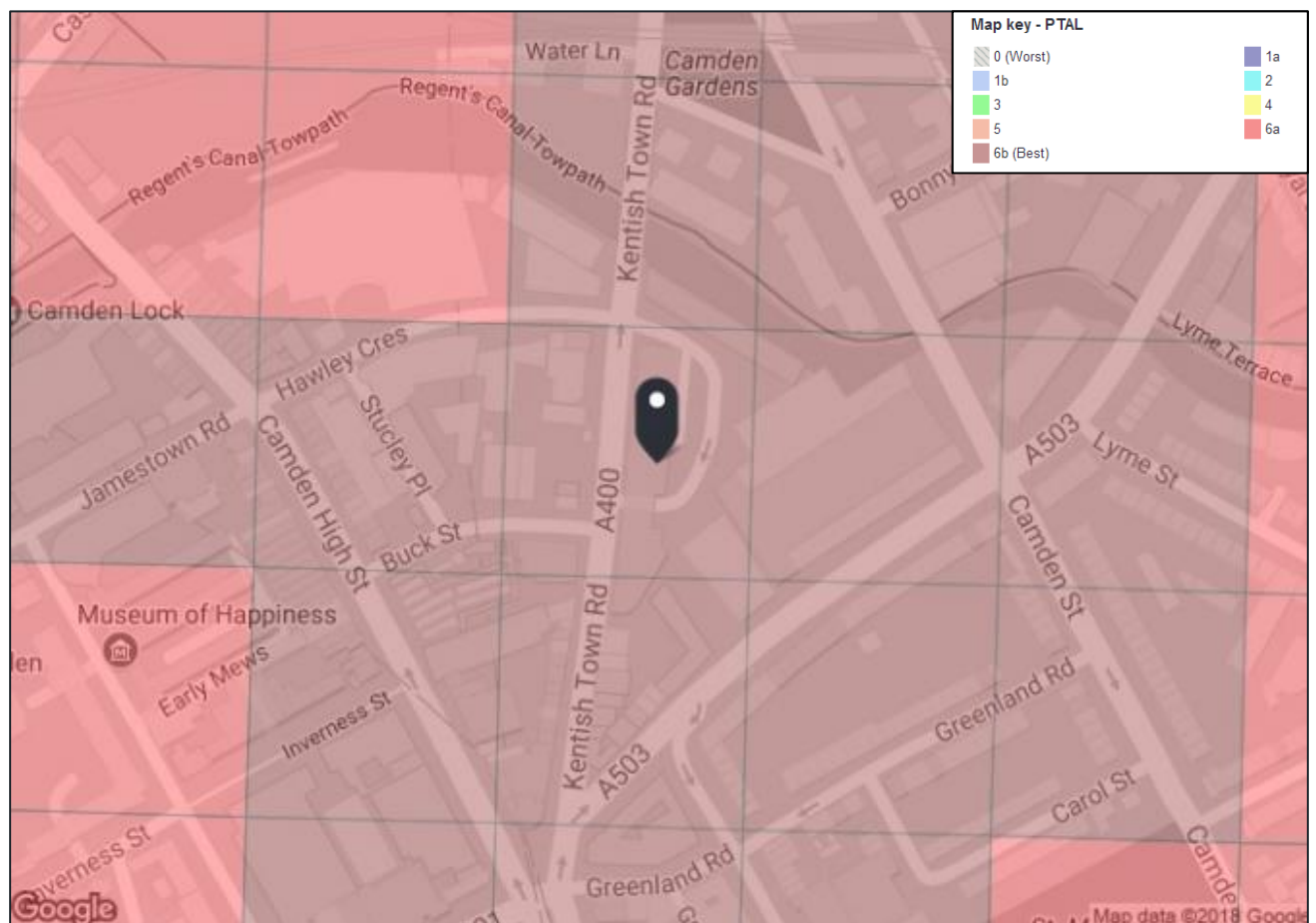
## RAIL

- 3.4.11. Euston Station is accessible in a 20-minute walk, at a distance of 1.6km from the Site, with services by Virgin, West Midlands and Caledonian Sleeper Trains, in addition to a different branch of the London Overground. This provides connections to various locations, including Edinburgh, Manchester, Birmingham, Northampton and Watford junction.

## PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

- 3.4.12. TfL's online WEBCAT tool shows the Site as having a PTAL 6b as shown in Figure 3-10.

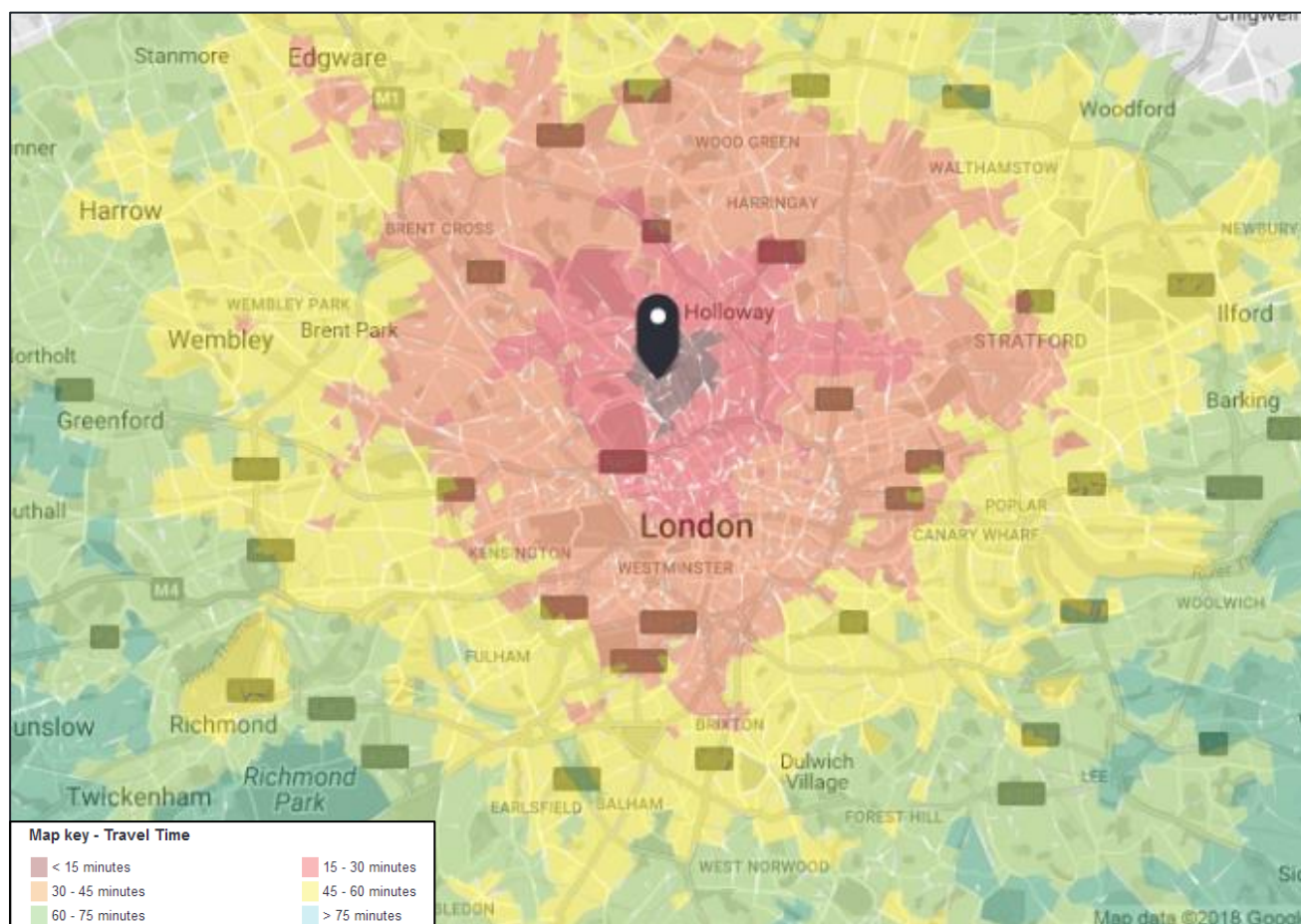
**Figure 3-10: PTAL Map**



## TIME MAPPING (TIM)

- 3.4.13. The range and frequency of public transport services and existing connectivity is reflected in the TfL online time mapping calculator as shown in Figure 3-11.

**Figure 3-11: Time Mapping**



- 3.4.14. The TIM mapping shows that the Site is within 30 minutes travel time of Holloway, City of London and Whitechapel, and within 30-45 minutes travel time of Wood Green, Brent Cross and Stratford.



## 4. BASELINE HIGHWAY CONDITIONS

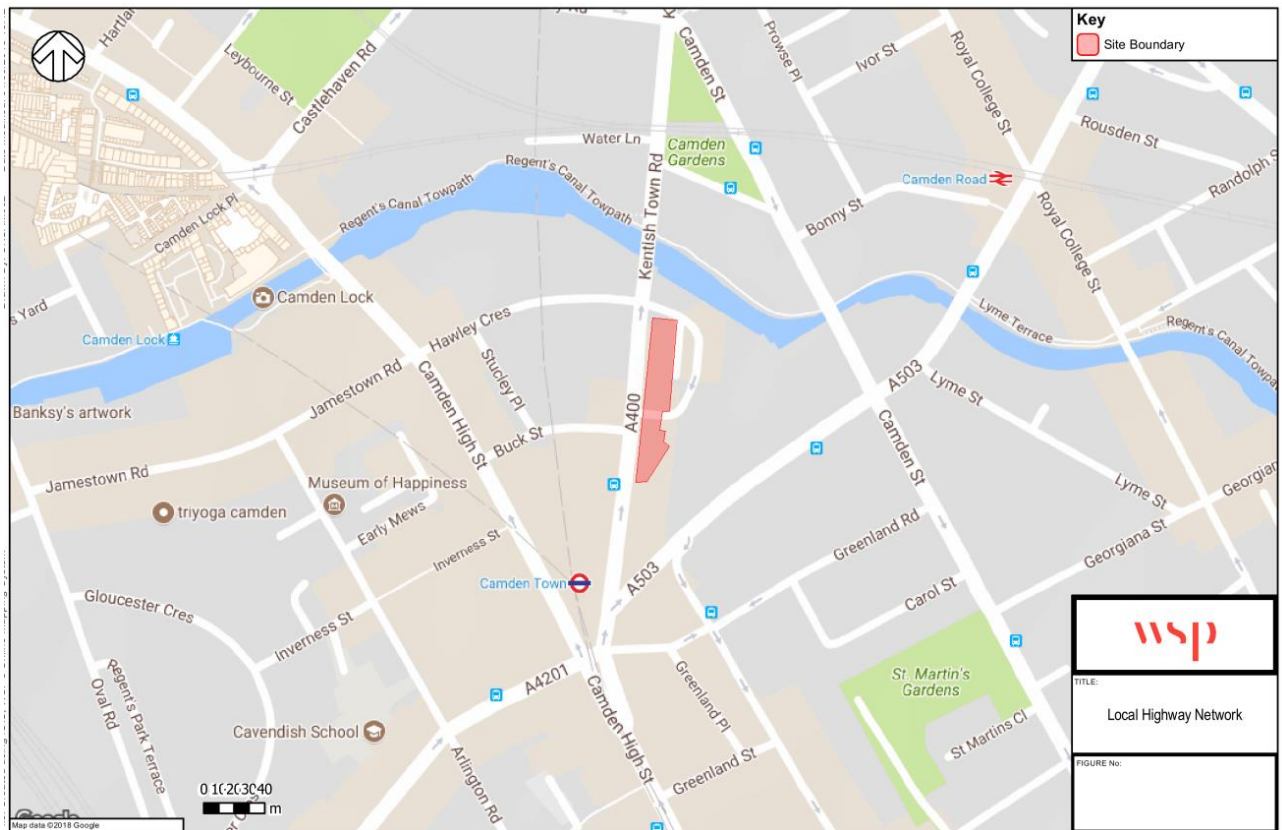
### 4.1. INTRODUCTION

- 4.1.1. This chapter provides a description of the existing highway conditions in the vicinity of the Site, including a description of the local road network.

### 4.2. LOCAL HIGHWAY NETWORK

- 4.2.1. The local highway network in the vicinity of the Site is shown in Figure 4-1. The Proposed Development is located on Kentish Town Road linking to the B518 to the north and Camden High Street to the south. The local road network has a large one-way network in operation as illustrated on Figure 4-2.

**Figure 4-1 – Local Highway Network Plan**



**Figure 4-2: Local Highway Network One-way System**



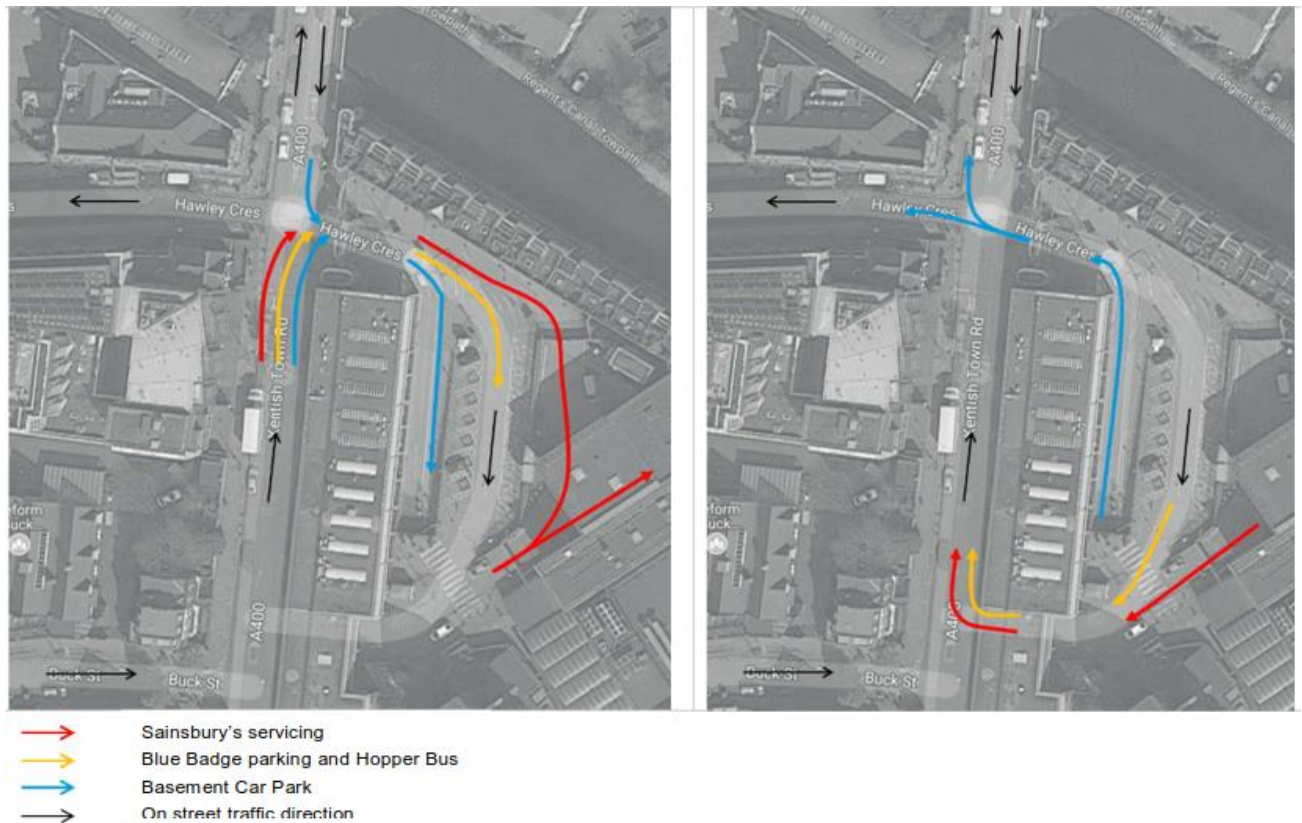
## 4.3. VEHICLE ACCESS

4.3.1. There are two vehicle access junctions to the existing Site from Kentish Town Road:

- A North Access Junction at the signalised junction of Kentish Town Road and Hawley Crescent, which services as an access for all vehicles (basement car park, surface level wheelchair car parking, and Sainsbury's servicing including articulated HGVs). It also services as an egress for cars from the basement car park; and
- A South Access Junction is an egress only for the surface level blue badge car parking and Sainsbury's servicing. The egress route passes underneath Grand Union House.

4.3.2. The existing street network and vehicle access arrangements are summarised below.

**Figure 4-3: Street Network and Vehicle Arrangement Plan**

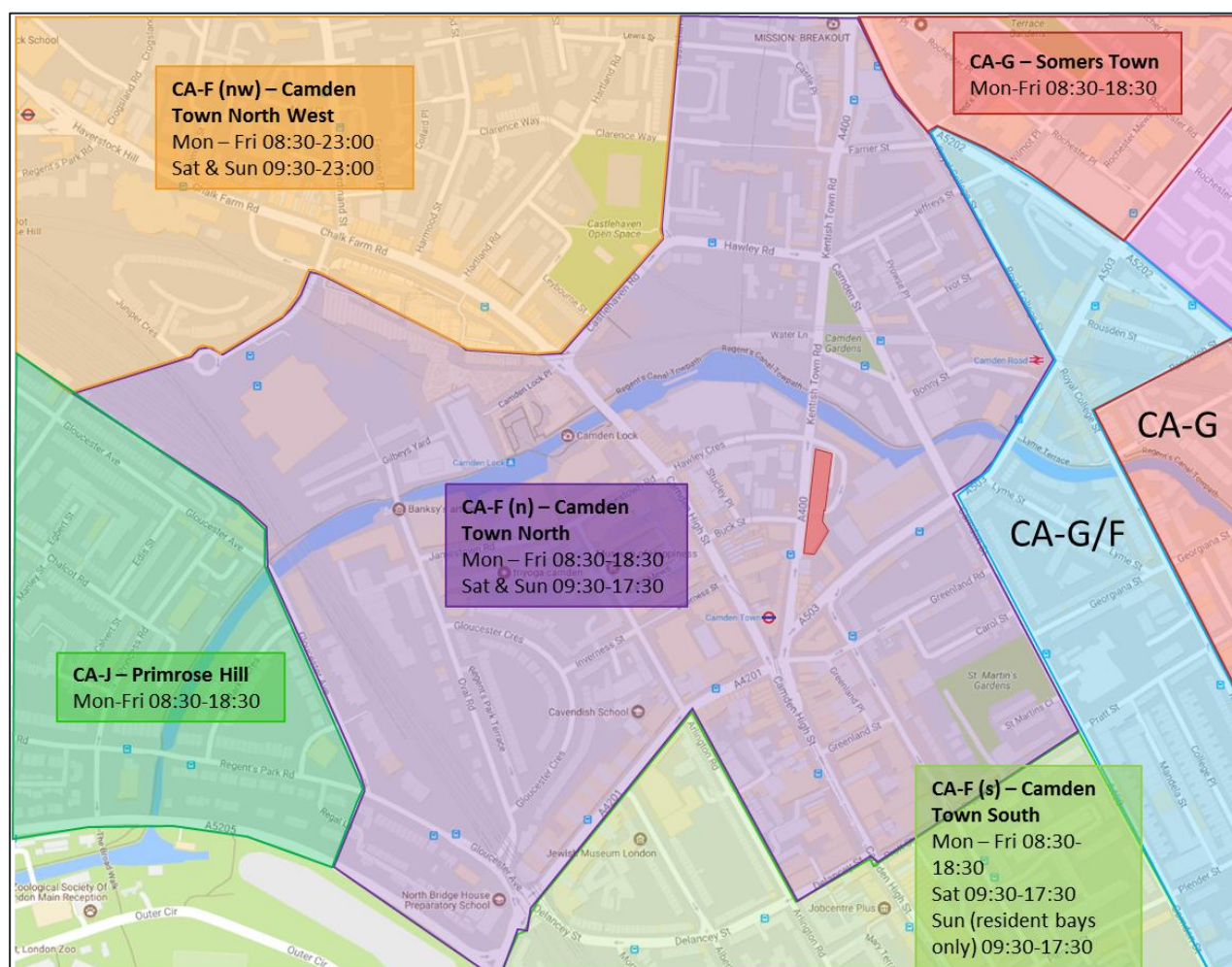


## 4.4. ON-STREET PARKING AND LOADING RESTRICTIONS

- 4.4.1. The Site is within Camden Controlled Parking Zone CA-F (n) – Camden Town North. Permit holders of CA-F are allowed to park within all CA-F Controlled Parking Zones (CPZs), regardless of the sub-area their permit is specific too. The CPZ around the Site provides a mixture of parking conditions which are operational within the hours of 08:30-18:30 Monday to Friday and between 09:30-17:30 on Saturdays and Sundays.
- 4.4.2. A map of the CPZs is illustrated in Figure 4-4.



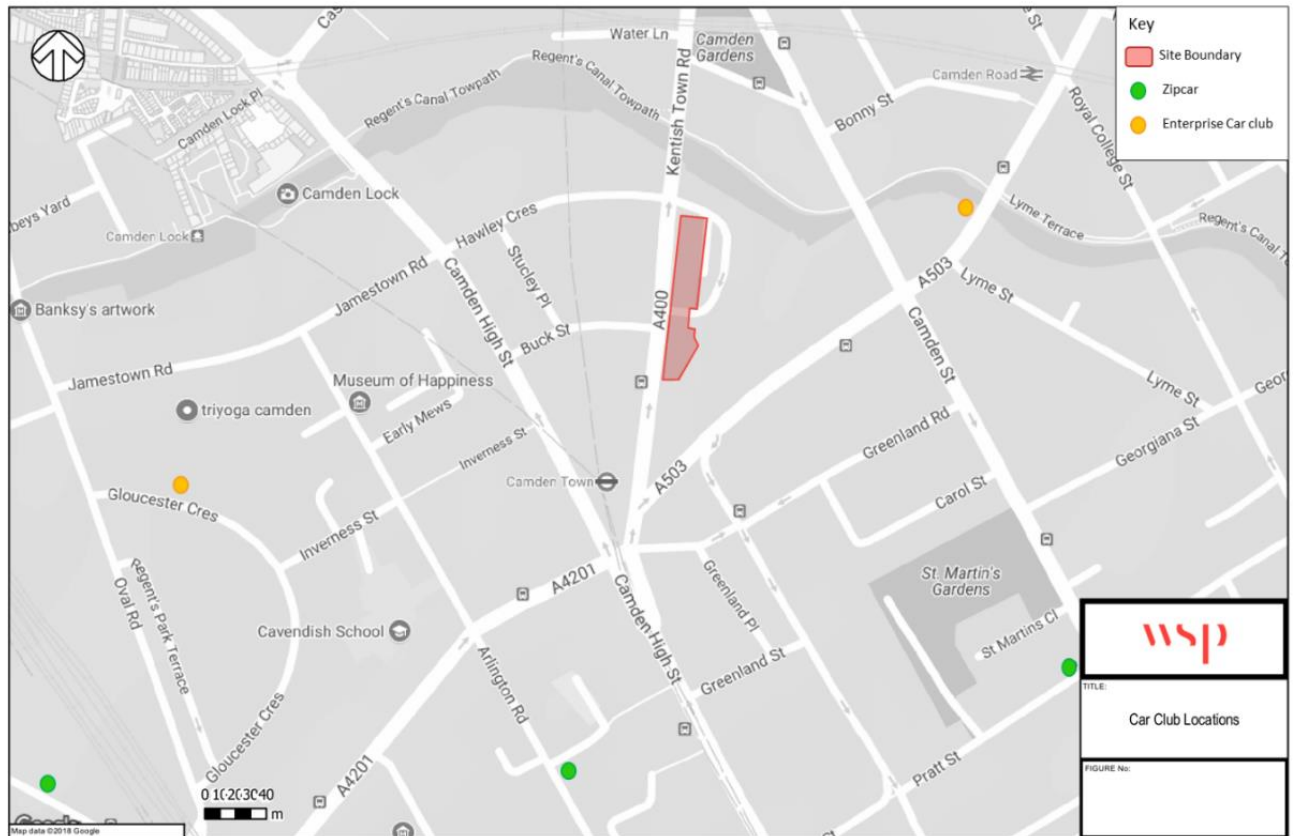
**Figure 4-4: Camden Controlled Parking Zones**



## 4.5. CAR CLUB

- 4.5.1. There are five car clubs located within a 10min walking distance from the Site, provided by Zipcar and Enterprise Car Club. The closest is on Arlington Road, 600m away or at a 5-minute walk from the Site. Other nearby locations include Camden Road, 450m away or a 5-minute walk for the Site, and Gloucester Crescent, 600m away or an 8-minute walk from the Site. The existing car clubs within the vicinity of the Site are illustrated in Figure 4-5.

**Figure 4-5: Car Club Locations**



## 5. TRAVEL DEMAND

### 5.1. SITE MONITORING

- 5.1.1. Given that the Proposed Development has not yet been constructed, it is not possible to undertake Site monitoring to establish baseline travel characteristics at this stage for all elements of the development.
- 5.1.2. The travel characteristics of occupants of the Proposed Development will however be monitored on a regular basis once the development is occupied. Travel surveys will be undertaken for the residential, school and leisure centre land-uses in accordance with the TRICS monitoring system that feeds into the TRICS survey database.
- 5.1.3. This survey will accurately identify the Site travel characteristics and the results will be known as Year 0. The initial travel survey will be co-ordinated and publicised by the Travel Plan Co-ordinator (TPC).

### 5.2. BASELINE TRAVEL DEMAND

- 5.2.1. In the absence of existing travel survey data at the Site modal shares have been determined from the trip generation analysis and supplementary surveys derived within the Transport Assessment produced by WSP.

#### TRIP GENERATION

- 5.2.2. The total trip generation is set out in Table 5-1. This trip generation exercise is based upon sites in the TRICS database and census mode of travel data.

**Table 5-1: Total Trip Generation**

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Underground	71	5	76	7	66	73
Train	58	2	60	5	53	58
Bus	21	2	23	2	20	22
Taxi	1	0	1	0	1	1
Motorcycle	2	0	2	0	2	2
Car Driver	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Cycle	8	0	8	1	7	8
On foot	11	1	12	1	10	11
Other	1	0	1	0	1	1
<b>Total</b>	<b>173</b>	<b>10</b>	<b>183</b>	<b>16</b>	<b>160</b>	<b>176</b>

## 6. OBJECTIVES AND TARGETS

### 6.1. OBJECTIVES

- 6.1.1. Travel plans should have measurable outputs or targets against which the progress of the plan can be monitored.
- 6.1.2. The strategy for this travel plan therefore has the following general objectives:
- To establish sustainable travel principles for the development as a whole;
  - To facilitate tailored travel information;
  - To encourage healthy and active travel;
  - To reduce local congestion;
  - To minimise single occupancy vehicle and taxi trips;
  - To support car free lifestyles; and
  - To raise awareness of sustainable modes of transport available for residents traveling to and from the Site.

### 6.2. TARGETS

- 6.2.1. In accordance with TfL's best practice guidance, all targets identified will be SMART, in that they are Specific, Measurable, Achievable, Realistic and Time-bound.
- 6.2.2. Two types of targets have been identified. 'Action' type targets are defined within Appendix Three of TfL's guidance as 'non-quantifiable actions that need to be achieved' (e.g. appointing a TPC before occupation, whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or other outcomes' (e.g. the date by which an increase in walking and cycle mode split will be achieved). The 'Action' and 'Aim' type targets for the Site are set out below and will ultimately contribute towards achieving the objectives set out above.

### 6.3. 'AIM' TYPE TARGETS

- 6.3.1. Given the 'car free' nature of the proposals it is not necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as all employees will naturally travel to and from the Site via sustainable modes of transport. Instead, given the significant proposed cycle parking provision, it is proposed that the target will focus primarily on cycling to and from the Site. The mode shift target is shown in Table .

**Table 6-1: Interim Cycling Mode Share Targets**

Mode	Year 1	Year 3	Year 5
Cycling	1% increase from baseline survey	3% increase from baseline survey	5% increase from baseline survey

- 6.3.2. The interim target will be reviewed after the initial travel surveys have been undertaken at the Site.

## 6.4. 'ACTION' TYPE TARGETS

6.4.1. The following action type targets are potentially set for the commercial elements:

- Appointment of a Travel Plan Coordinator (TPC) by the Facilities Management company prior to occupation of the development;
- Produce a Travel Leaflet promoting alternative modes of transport and the key services provided through the Travel Plan, to be distributed electronically to all employees;
- Provide 87 long-stay and 42 short-stay cycle parking spaces;
- Provide changing facilities, showers and lockers;
- Provide dedicated cycle access from Kentish Town Road to the cycle storage;
- Promote to occupiers the benefits of offering cycle to work schemes to employees;
- Promote to occupiers the benefits of flexible working practices; and
- Undertake travel surveys at years one, three and five after initial occupation.

## **7. TRAVEL PLAN STRATEGY**

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### **7.1. TRAVEL PLAN CO-ORDINATOR**

- 7.1.1. Whilst it is expected that separate Travel Plan Coordinators (TPC) will be appointed to take responsibility for the residential units, school and leisure centre and management of the Travel Plan, it is envisaged that they will liaise and work together to encourage the uptake of active and sustainable travel. The TPCs will ensure that the adoption of the Travel Plan is effective and efficient, and will be included on all green leases for tenants, employees and visitors.
- 7.1.2. The role will involve:
- Giving a 'human face' to the Travel Plan – explaining its purpose and the opportunities on offer;
  - Helping establish and promote the individual measures in the plan;
  - Administration of the Travel Plan, which involves the maintenance of necessary paperwork, consultation and promotion. This ensures the plan remains up to date and provides current information to readers; and
  - Measuring success and monitoring change.

### **7.2. MARKETING STRATEGY**

- 7.2.1. It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan, and disseminate travel information and notification of events and facilities provided.
- 7.2.2. It is noted that the residential units, school and leisure centre will have separate measures as detailed in Chapters 8, 9 and 10.

### **7.3. SECURING THE TRAVEL PLAN AND FUNDING**

- 7.3.1. The provision of an approved travel plan in accordance with current TfL guidance together with the implementation of Site wide 'action' type targets will be secured through planning condition for the development.
- 7.3.2. A commitment to the travel plan strategy for the Site forms part of the commitment to implement the travel plan to discharge conditions.

### **7.4. WORKPLACE TRAVEL PLAN MANAGEMENT**

- 7.4.1. The Site will include multiple occupants for the commercial land uses, with some requiring occupier-specific Travel Plans, based on thresholds set out in Table 2-3. In accordance with TfL guidance this document has been designed to provide a general framework that each occupier of the commercial units can use within an individualised Travel Plan.
- 7.4.2. Future occupiers will be expected to adapt the Travel Plan Framework to suit the type of business, scale and organisational policies. It is recognised that many potential occupiers will already have travel planning policies in place that are appropriate for the Proposed Development, for instance some occupiers may be relocating from nearby locations.
- 7.4.3. A Travel Plan pro-forma has been produced to assist occupiers of the commercial units that may not have previously developed a Travel Plan. The pro-forma has been designed to encourage



occupiers to consider how their organisation could encourage employees and visitors to travel by sustainable modes of travel. All occupiers that exceed Travel Plan thresholds will be required to complete the Travel Plan pro-forma as a minimum, prior to occupation.

- 7.4.4. The site-wide surveys will identify travel characteristics and therefore detailed monitoring will not be required for individual units. However, occupiers will be encouraged to undertake supplementary questionnaire surveys where practicable, to coincide with the site-wide surveys.
- 7.4.5. Depending upon the scale of development and relevant threshold, each qualifying occupier/tenant will appoint a Travel Plan Representative (TPR) to develop and manage the occupier Travel Plan. The Travel Plan will confirm the occupier's commitment to actively encouraging sustainable transport and formalise the commitment of the organisation towards the delivery of this Travel Plan.
- 7.4.6. The TPR is an important aspect of the occupier-specific Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a site-wide Travel Plan that will achieve good modal shift results. The role of the TPR is provided below:
  - To liaise with the TPC on matters concerning travel and the occupier-specific Travel Plan;
  - To develop the occupier-specific Travel Plan for their employer based on the framework Travel Plan;
  - To implement, market, and manage the occupier-specific Travel Plan;
  - Act as a point of contact for the TPC, for the implementation of site-wide initiatives (where applicable) and to ensure effective monitoring when required;
  - Act as a point of contact for staff regarding travel and the occupier-specific Travel Plan; and
  - Assist the TPC in gathering monitoring data from within their organisation.
- 7.4.7. Each occupier will appoint their TPR upon initial occupation of the relevant part of the Site, and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to LBC Travel Plan Officers upon their appointment. Each occupier will be responsible for submitting either a Local level travel plan or Strategic level travel plan within 3 months of occupying the development.
- 7.4.8. The role of the TPR is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will ensure that the TPR has enough time to undertake these additional duties. The staff member appointed should be able to effectively communicate with the management within their organisation regarding the Travel Plan. The funding of the TPR is the responsibility of the individual occupier.

## 8. PACKAGE OF MEASURES

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### 8.1. INTRODUCTION

- 8.1.1. This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considers in turn in the following sections:
- 'Hard' engineering measures incorporated into the design;
  - 'Key services and facilities' provided; and
  - 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.
- 8.1.2. All occupiers of the Proposed Development will be covered by site-wide measures. Employees and visitors of offices, retail, restaurant and leisure uses will benefit from the site-wide measures being implemented.
- 8.1.3. The overarching measures which are to be implemented are detailed below. Additional measures that are specific to each of the occupiers (once known) will be provided within individual occupier Travel Plans.

### 8.2. 'HARD' MEASURES – SITE DESIGN

- 8.2.1. It should be recognised that many physical aspects of the design of the Site will influence travel patterns, and will have a significant impact upon reducing dependence upon the car. The hard engineering measures that will be incorporated into the design of the Proposed Development are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of the building and landscaping within the Proposed Development prior to occupation and will be funded by the Applicant.

#### **CAR PARKING PROVISION**

- 8.2.2. There are currently 12 existing car parking spaces on the Site, which will be maintained in the proposed scheme. No additional car parking spaces being provided.

#### **CYCLE PARKING PROVISION**

- 8.2.3. Safe and secure cycle parking will be provided within the Proposed Development to encourage cycle ownership and travel. A total of 77 long-stay cycle spaces will be provided on the mezzanine floor accessed via a platform lift and a single access stair with associated gulley.
- 8.2.4. A total of 10 residential cycle parking bays will be provided on ground floor.
- 8.2.5. In addition, 42 short-stay cycle parking spaces will be provided in the form of 21 Sheffield stands within the public realm for visitors.

#### **FACILITIES FOR ACTIVE MODES**

- 8.2.6. Changing facilities, showers and lockers will be provided to encourage active travel modes.



### **8.3. KEY SERVICES & FACILITIES**

- 8.3.1. A selection of key services and facilities to complement the location and physical design of the Site will also be sought to further encourage the use of sustainable transport modes. Details of possible key services are set out below:

#### **CYCLE TO WORK SCHEME**

- 8.3.2. The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis could be promoted to all workplace occupiers for the benefit of their staff. Administration of this could be provided by the workplace occupiers.

#### **CYCLE TO WORK WEEK**

- 8.3.3. A cycle to work week could be organised by the Travel Plan Coordinator. The cycle to work week could be funded by the workplace occupiers to promote cycling to staff. The event could be co-ordinated with the National Bike Week, where timescales permit.

#### **INTEREST FREE SEASON TICKET LOANS FOR EMPLOYEES**

- 8.3.4. Occupiers could be encouraged to provide employee interest free loans for the purchase of public transport season tickets. If offered, the provision of interest free season ticket loans could be communicated with employees through the travel leaflet.

#### **ENCOURAGING PHYSICAL ACTIVITY AS PART OF DAILY TRAVEL**

- 8.3.5. The Travel Leaflet will detail the cycle facilities available on Site and could include details of the local sports facilities and discounts with different outlets (gymnasiums and sports shops).

#### **SUSTAINABLE DELIVERY INITIATIVES**

- 8.3.6. Off-site delivery consolidation is proposed which will reduce the number of service vehicles that need to access the Site, and therefore minimise potential pedestrian/ cyclist conflict with vehicles, as well as environmental impacts.

### **8.4. 'SOFT' MEASURES – COMMUNICATION AND PROMOTION**

- 8.4.1. The location of the Site, its design and proximity to public transport services within the surrounding area should create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of possible elements of the communication strategy for the Site are set out below.

#### **TRAVEL LEAFLET**

- 8.4.2. Travel Leaflets could be made available electronically to employees of the retail units, restaurant, leisure, and office land uses within the Site, and to visitors. The leaflets could be produced by the TPC.

A key role of the Travel Leaflet would also be to raise awareness of the sustainable travel initiatives being implemented through the travel plan including:

- Access initiatives: The Travel Leaflet could contain a high quality map showing walking, cycling and public transport routes to/ from the Site, together with the locations of key local facilities such as shops services and restaurants – all of which will be accessible on foot. Additional sources of

further information such as TfL's Journey Planner website and mobile applications could also be provided;

- Promotion of key services and facilities: Details of the key services and facilities such as the location and access arrangements for cycle parking and maintenance facilities. Sources of more detailed further information could also be included;
- Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cycle organisation with local groups throughout London. Details of the local LCC group together with membership information could be included within the Travel Leaflet.
- Promotion of employee initiatives: Details of the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).
- Promotion of off peak travel: The Travel Leaflet could contain information regarding the benefit of off-peak travel, especially avoiding public transport services at the busiest times.

8.4.3. The Travel Leaflet could also invite those persons wishing to raise specific transport-related matters to engage in discussions with the TPC.

8.4.4. A copy of the Travel Leaflet could be available electronically via the TPC and will be updated regularly.

### **NOTICE BOARDS**

8.4.5. Notice boards providing travel information to employees within the Site will be placed in prominent locations.

8.4.6. The notice boards will include information such as locations of on-site and off-site cycle parking; public transport service access points, and upcoming travel initiatives or events organised by the TPC, such as Bike Week and the Cycle to Work Scheme.

### **FLEXIBLE WORKING HOURS**

8.4.7. Individual occupiers could be encouraged to introduce a practice of flexible working hours amongst employees. This would provide employees with greater workplace and travel choice and the potential to avoid the busiest peaks.

## 9. MONITORING & REVIEW

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### 9.1. INTRODUCTION

- 9.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

### 9.2. MONITORING

- 9.2.1. Monitoring the Travel Plan will be undertaken through annual travel surveys to understand the changing nature of travel habits and the effectiveness of measures in working towards meeting the travel plan's objectives.
- 9.2.2. The TPC will coordinate the baseline travel survey in Year 1 to identify the initial travel mode share and adjust the Travel Plan targets if necessary, in coordination with LBC Travel Plan officers. Surveys will be then repeated in Year 3 and Year 5 to monitor progress against targets.
- 9.2.3. Monitoring will follow TfL best practice guidance to be TRICS compliant such that the surveys could be incorporated into the database. The surveys will comprise the following components:
- Questionnaire surveys of employees undertaken through the different occupier TPRs;
  - Pedestrian counts at the pedestrian accesses;
  - Cyclist counts at the cycle accesses; and
  - Servicing monitoring information to be provided by the off-site delivery consolidation centre, which will regularly collect servicing vehicle.
- 9.2.4. The TPC will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:
- A summary of the Travel Plan objectives and targets;
  - How and when information has been gathered;
  - Modal split gathered on the travel survey;
  - Progress towards meeting targets; and
  - Future proposals for further refinement of the Travel Plan if required.
- 9.2.5. The monitoring report will be submitted to the LBC travel planning officers within one month of the survey date. The TPC will be responsible for coordinating the timing of the Travel Plan survey questionnaires, collating the results and submitting the monitoring report.
- 9.2.6. Once the Year 5 survey is undertaken and reported the monitoring requirements for the Travel Plan will have been completed.
- AIM TARGET MONITORING AND REPORTING:**
- 9.2.7. To measure progress against the Aim target, the following monitoring regime is proposed:
- Year 1, 3 and 5 Surveys
    - A TRICS compliant monitoring survey will be undertaken during the first reasonably practicable neutral month and a monitoring report setting out the surveyed results will be submitted to the approving authority.

## REVIEW

- 9.2.8. The TPC will report the results of the monitoring survey to the LBC travel planning officer within one month of the survey being undertaken. The TPC and officers of LBC will then review the results and, if appropriate, revise the targets and measures accordingly for the following 24 month period. The results of the travel survey and revised targets will be included in the subsequent revisions of the travel plan. If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented.

## 9.3. ACTION PLAN

- 9.3.1. The programme for the implementation of the Travel Plan measures is set out in Table 9-1 including tasks, intended implementation dates and responsibilities.
- 9.3.2. The Action Plan is intending to be a live plan to be updated by the TPC to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed.

**Table 9-1: Workplace Action Plan**

Action	Target (values)	Funding	Indicator/ measured by	Responsibility
<b>Prior to Occupation</b>				
Appointment of TPC	N/A	Developer	Appointment of TPC	Developer
Agree Travel Plan Objectives and Targets with LBC	N/A	Developer	Agreement being reached with Camden	TPC
Agree Travel Plan Measures and Travel Leaflet with LBC	N/A	Developer	Agreement being reached with Camden	TPC
Provision of cycle parking secured through planning	129 cycle parking spaces	Developer	Completion of cycle parking available for employee use	Developer
Provision of active mode facilities	Showers	Developer	Completion of facilities available for employee use	Developer
<b>Upon Occupation and throughout duration of Travel Plan</b>				
Dissemination of the Travel Leaflet to each workplace	N/A	Facilities Management	Travel Leaflet sent electronically	TPC
Install and update employee notice board	N/A	Facilities Management	Notice boards installed	Developer / TPC

Promote Cycle to Work scheme to employers	N/A	Facilities Management	Evidence of promotion activity/ uptake	TPC
<b>Year 1 Survey (one year after first Occupation)</b>				
Undertake initial travel surveys	N/A	Facilities Management	Receipt of survey results	TPC
Agree target values for mode split with LBC	Target subject to negotiations with Camden	Facilities Management	Receipt of written agreement of targets.	TPC
<b>Years 3 and 5 Surveys</b>				
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBC	N/A	Facilities Management	Receipt of survey results	TPC



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