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## Central Somers Town, Camden

Residential Travel Plan –

Response to Condition 110 of Ref: 2015/2704/P

On behalf of **London Borough of Camden**



Project Ref: 45385/5501 | Rev: 2.1 | Date: December 2018

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## Document Control Sheet

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# 1 Introduction

## 1.1 Background

- 1.1.1 Peter Brett Associates, now part of Stantec (PBA) has been commissioned by London Borough of Camden (the Applicant) to prepare a Residential Travel Plan (TP) in response to Condition 110 of the approved mixed use development in Somers Town, London Borough of Camden (LBE) – Reference: 2015/2704/P.
- 1.1.2 Condition 110 (detailed below) relates to Plot 1 of the consented scheme. This TP is prepared only for Plot 1 of the development. Plot 1 is the first phase of the 136-unit development.
- 1.1.3 The full address of the site is 128 Charlton Street, Kings Cross, London, NW1 1JD.

## 1.2 Planning History

- 1.2.1 Planning permission was granted on 14<sup>th</sup> October 2016 for the:

*“Demolition of existing buildings and the provision of approximately 2,190sq.m replacement school (Use Class D1); approximately 1,765sq.m of community facilities (Use Class D1); approximately 207sq.m of flexible Use Class A1/A2/A3/D1 floorspace and 136 residential units (Use Class C3) over 7 buildings ranging from 3 to 25 storeys in height”*

- 1.2.2 Condition 110 associated with Plot 1 of the consented scheme states that,

*“Prior to occupation, a Residential Travel Plan (TP), shall be submitted to and approved in writing by the Local Planning Authority and confirmation that the necessary measures to secure the monitoring and review of the Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.*

*The travel plan shall set out measures for an initial substantial review within 6 months, a mechanism for monitoring and reviewing, measures to ensure subsequent reviews on the third and fifth anniversary of the Occupation Date, provision for the appointment of Travel Plan Co-ordinator prior to the Occupation Date, identifying means of ensuring the provision of information to the Council and provision of a mechanism for review.*

*The Plot shall not be operated other than in accordance with the Travel Plan as approved.*

*Reason: In order to ensure that the travel demand arising from the development does not significantly impact on the existing transport system and to accord with the requirements of policies CS5 and CS11 of the London Borough of Camden Local Development Framework Core Strategy and policies DP16, DP17 and DP26 of the London Borough of Camden Local Development Framework Development Policies.”*

- 1.2.3 A Framework Travel Plan was prepared by Civic Engineers as part of the planning application in December 2015. This TP provides an update to the submitted TP and only focuses on Plot 1 of the development.
- 1.2.4 The development is currently under construction and is expected to be completed in April 2019 and this TP is prepared in order to discharge Condition 110 prior to occupation of the site.

## 1.3 Site Location

- 1.3.1 The site is located approximately 550m north-east of the Euston Railway Station and 200m north-west of the St Pancras in the ward of Somers Town in LBC.

## 1.4 Development Proposals

- 1.4.1 The development proposals for Plot 1 comprise community uses at ground floor (Use Class D1) (Approximately 1,554sq.m) to include a children's nursery and community play facility with 10no. residential units above.

## 1.5 Requirement of a Travel Plan

- 1.5.1 A travel plan can be defined as a long-term site management strategy designed to promote access to a particular site or area by sustainable modes of transport and to facilitate travel choice.
- 1.5.2 This TP addresses the travel behaviour of all site users including residents and visitors to the site. This document predominantly focuses on practical measures for the residents. It also includes information-based measures for visitors to the site, so that they can be encouraged to make sustainable travel choices.
- 1.5.3 This TP is considered to be a 'living document' and will be actively promoted with residents and visitors and reviewed and revised over time, thus retaining flexibility so the targets set can be achieved in the most effective way.
- 1.5.4 TfL's online Travel Plan Guidance sets out the threshold for, and type of, Travel Plan required for each land use.
- 1.5.5 Camden Planning Guidance 7: Transport further states that any planning applications that involve a significant impact on the travel or transport system will require a TP. It quoted the TfL guidance where residential development with over 30 units will require the submission of a TP. According to the Guidance, a Workplace Travel Plan is also required for each individual site and business activity.
- 1.5.6 Policy A1 Managing the Impact of Development within the LBC Local Plan (2017) also states the requirement of TPs to assess the transport impacts of the proposed development.
- 1.5.7 However, this TP is written in response to Condition 110 of the planning permission, which requires that the Plan be approved prior to occupation of Plot 1.

## 1.6 Structure of the Travel Plan

- 1.6.1 This chapter forms the introduction to the report, the remaining chapters are structured as follows:
- Chapter 2 outlines site accessibility and the existing facilities in the vicinity of the site
  - Chapter 3 outlines the objectives and targets
  - Chapter 4 discusses the delivery of the TP strategy including the marketing strategy and reducing the need to travel
  - Chapter 5 provides the travel planning measures and action plan

## 2 Site Information

### 2.1 Site Location

- 2.1.1 The Central Somers Town site is located approximately 600m north-east of the Euston Railway Station and 200m north-west of the St Pancras Railway Station. The site is bound by Charlton Street to the west and Polygon Road to the south.

### 2.2 Accessibility

- 2.2.1 Table 2.1 presents the distance from the site to various local amenities and demonstrates that there is a good range of services within a reasonable walking distance of the site.

Table 2.1: Distance from Site to Local Amenities

Points of Interests	Location Distance from the Site
Primary School	<100m
Secondary School	<100m
Post Office	450m
Library	550m
Chemist	650m
Local Shops	700m

### Public Transport Accessibility

- 2.2.2 Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a location to the public transport network. PTAL considers the walking time to public transport access points, the reliability of the services, the number of services available and the average waiting time. The PTAL is categorised in six levels, 1 to 6, where 1 represents a 'very poor' and 6 an 'excellent' level of accessibility.
- 2.2.3 The PTAL of the development site is 6b (base year) according to TfL's online WebCAT tool, indicating the 'best' public transport accessibility level given the proximity to London Euston and King's Cross & St Pancras International stations. A summary of the public transport services available nearby the site is given below.

### Bus Services

- 2.2.4 The closest bus stops to the site are located at the junction of Aldenham Street and Evershot Street. There are 2 services from this stop, 168 and 253. In addition to the bus services from Aldenham Street, there are a number of bus services available from London Euston Station which provides services to all across London. The services that run from the Aldenham Street are summarised in Table 2.2.

Table 2.2: Bus Services / Frequency

Bus Services	Direction	Frequency (buses per hour)		
		Weekday	Saturday	Sunday
168	Royal Free Hospital - Dunton Road	8	6	5
253	Hackney Central Station – Euston Bus Station	10	9	8

- 2.2.5 A number of bus services are available from Euston Bus Station (within a 10-minute walking distance from the site (700m)).

### London Underground Network

- 2.2.6 The site is located within 800m walking distance of three London Underground stations: Euston, Mornington Crescent and King's Cross St. Pancras stations.
- 2.2.7 Mornington Crescent is part of the Northern line and has access to three routes. Euston Underground is also on the Northern line with the same 3 services as Mornington Crescent but is also on the Victoria line which has 2 additional services. King's Cross St Pancras serves the Metropolitan, Northern, Piccadilly, Circle, Victoria and Hammersmith & City lines.
- 2.2.8 Euston Square Underground station is also within walking distance; 1.3km providing links to the London Underground lines: Circle, Hammersmith & City and Metropolitan.

### National Rail

- 2.2.9 The site is favourably located for rail services with Euston, King's Cross and St Pancras International Railway Stations within 800m from the site.
- 2.2.10 Euston Station is the southern terminus of the West Coast Main Line providing links to: Birmingham, Liverpool, Manchester, Glasgow and other UK cities.
- 2.2.11 King's Cross is the southern terminus of the East Coast Main Line providing links to Yorkshire, the North East and Scotland. King's Cross station is also the terminus for Great Northern which provide commuter services to north London, Hertfordshire and Cambridgeshire.
- 2.2.12 St Pancras International station is the terminus for East Midlands Train services from London to Derby, Leicester, Nottingham and Sheffield alongside others and the Eurostar terminus to Paris, Brussels and Lille. St Pancras is also part of the Thameslink providing trains to Gatwick Airport, Brighton, Luton Airport Parkway and Bedford. There is also high-speed train services to Kent.

## 2.3 Car Club Provision

- 2.3.1 The closest car club bay is located at Doric Way, which is approximately 450m south of the site. There is one bay provided here by Enterprise Car Club.

### Walking and Cycling Accessibility

- 2.3.2 Well-lit footways with signalised crossing points are provided in the immediate vicinity along Charlton Street and Polygon Road.
- 2.3.3 Local Cycle Network Route 6 runs through the development from north to south along Goldington Street, Purchase Street and Ossulston Street, and Local Network Route 16 runs



from east to west along Brill Place, Ossulton Street and Polygon Road. Both routes are identified as quiet way routes as part of the London Cycle Grid.

## 2.4 Baseline Travel Patterns

2.4.1 Table 2.3 below shows the assumed modal split for journeys made to and from the site for the residential element of the proposed development. The expected modal split has been taken from the Transport Assessment submitted in 2015.

2.4.2 With the proposals being for car-free development, the car driver percentage has been removed. Percentage splits for each mode are contained in Table 2.3.

Table 2.3: Modal Split Data from 2015 Transport Assessment

Mode	2015 Transport Assessment Mode Split
Work mainly at or from home	15%
Underground, metro, light rail, tram	36%
Train	7%
Bus, minicoach or coach	16%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	0%
Passenger in a car or van	1%
Bicycle	7%
On Foot	16%
<b>Total</b>	<b>100%</b>

2.4.3 For the purpose of this TP the modal split as shown in Table 2.3 will be used for monitoring and target setting purposes until a full iTRACE / TRICS-compliant travel survey can be undertaken. This survey will identify how residents of the site travel and the initial results will be known as Year 0. The survey will be undertaken once the site reaches 75% occupation of the residential units or within 6 months of first occupation. This is in line with LBC's planning policies.

## 3 Objectives and Targets

### 3.1 Introduction

3.1.1 This Chapter sets out the overarching objectives for the TP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured.

- **Objectives** are the high level aims of the TP. They help to give the TP direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The TP sets out targets which the development will seek to reach within the period covered by this TP. In addition, targets have been set to encourage more active methods of travel such as walking and cycling.

### 3.2 Objectives

3.2.1 The TP's overriding objective is:

*To engage with and encourage residents of Plot 1 of the development to use more sustainable and healthy ways of travelling to/from the development site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network as well as improve the health of residents.*

3.2.2 The sub-objectives are:

- **Sub-objective 1:** To increase residents' awareness of the advantages and availability of sustainable / active modes of transport, including walking and cycling
- **Sub-objective 2:** To promote the health and well-being benefits of active travel to all users and
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate residents' travel by sustainable modes.

### 3.3 Targets

3.3.1 Targets are essential for monitoring progress and success of the TP and should be 'SMART' i.e. specific, measurable, achievable, realistic and time-related.

3.3.2 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

#### Action Targets

3.3.3 The Action Targets are set out below:

- A Travel Plan Coordinator (TPC) will be appointed before 75% of the residential units have been occupied
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in Chapter 5).

## Aim Targets

- 3.3.4 Table 3.1 outlines the Aim Targets for the site which are set to measure progress towards the main objectives over five years once Plot 1 has been completed.
- 3.3.5 The baseline figures are taken from the amended modal split as detailed within Table 3.1. It is not possible to accurately set targets for the Interim and Final years as there may be factors outside the influence the measures set in the TP that change the mode split for those living and working in the development. The emphasis will be on increasing levels of active travel with measures focused on supporting an increase in walking and cycling by approximately 25% and 30% respectively by Year 5. These targets aim to further reduce the expected high tube usage (36% in baseline).
- 3.3.6 Further, there are only 10 residential units in Plot 1, making target setting and monitoring process very inefficient if it was to be considered as an isolated plot. As the development comes forward on other plots, LBC should consider an approach to combine various plots in setting combined targets and monitoring the travel pattern.
- 3.3.7 The setting of targets will be a staged process which will be reviewed following the Baseline and Interim surveys and agreed accordingly with LBC's Travel Plan officers.

Table 3.1: Travel Plan Targets

Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim (Year 3)	Final (Year 5)
<b>Reduce public transport use by 15%</b>	Modal split monitoring surveys for PT use	59%	55%	50%
<b>Achieve a 25% increase in the mode share for walking</b>	Modal split monitoring surveys for walking use	16%	18%	20%
<b>Achieve a 30% increase in the mode share for cycling</b>	Modal Split monitoring surveys for cycling	7%	8%	9%

- 3.3.8 The targets are based on preliminary data and will need to be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) survey. Any adjustments to the targets will be discussed and agreed with the LBC Travel Plan team.
- 3.3.9 Indicators are the elements which will be measured to assess progress towards meeting the interim and final targets. For the most part, this will be the main mode listed by residents of the site in the iTRACE / TRICS-compliant monitoring surveys conducted in the baseline (year 0) and years 1, 3 and 5.

## 4 Travel Plan Strategy

### 4.1 Overview

- 4.1.1 This chapter explains how the TP will be taken forward and how it will seek to achieve its Objectives and Targets.
- 4.1.2 A range of measures have been implemented as part of this TP to influence residents to travel sustainably. These measures are deemed appropriate to the scale of development and have a potential for encouraging the use of sustainable modes of travel. In order to realise the aims and objectives of this TP, a number of specific 'soft' measures will be implemented at the site.
- 4.1.3 The links between the measures, targets and objectives are also provided for reference within Table 5.1 in Chapter 5.

### 4.2 Travel Plan Management

- 4.2.1 LBC are currently in the process of appointing a TPC, who will be responsible for overseeing the management, development, implementation, monitoring and review of the TP.
- 4.2.2 LBC will initially fund the TPC until the residential units are fully occupied, at which point the TPC will be fully funded by the use of a management service charge paid for by residents.

#### Travel Plan Co-ordinator Responsibilities

- 4.2.3 The TPCs will be responsible for overseeing the TP with their primary responsibilities being:
  - The implementation of measures as set out in the TP
  - Reporting to and consultation with the Camden Housing Team and other involved stakeholders such as residents' associations (if applicable) and the LBC Travel Plan team, regarding the implementation and progression of the TP
  - Managing the development and implementation of the TP measures
  - Promoting the objectives and benefits of the TP
  - Monitoring the success of the TP against the agreed targets
  - Reporting the results of the TP to the stakeholders especially LBC Travel Plan Officers and
  - Acting as a point of contact for all residents regarding travel and the TP.

- 4.2.4 Regular updating of the TP is part of the responsibility of the TPC.

### 4.3 Marketing Strategy

- 4.3.1 A branded Welcome Pack will be provided to the residents upon first occupation.
- 4.3.2 This will give information on the sustainable ways to travel around the area and the local services and facilities. The Travel Information Pack will include the following:
  - TfL's 'London's Rail & Tube services' map

- Timetables and routes of local buses
  - Cycle routes in the vicinity of the site and Santander cycle docking stations
  - Cycle parking locations within the Estate and parking arrangements;
  - Links to useful travel planning tools, such as TfL's journey planner, phone applications including *Trainline*, *Tube Map*, *London Bus Live countdown*, *Citymapper*, *Walk it*, etc.
  - Contact details of the TPC and estate management team.
- 4.3.3 Communication with all residents, will be on an ongoing basis. This will be achieved through personalised travel planning to find the best way for individuals to travel to work and other daily destinations. The TPC and/or a private appointed consultant should advise residents on all the sustainable and efficient ways to travel to and from the site, while keeping them up to date with smarter choices/new travel habits, measures and initiatives.
- 4.3.4 This section of the TP outlines the specific physical and management measures to be implemented as part of the TP. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the TP.

## 4.4 Walking

- 4.4.1 Pedestrian access to the development will be predominately from Charlton Street.
- 4.4.2 The TPC will also ensure that pedestrian routes within the site area are appropriately maintained. In addition, the following initiatives should be promoted in an on-going basis to encourage walking:
- Walkit.com ([www.walkit.com/london](http://www.walkit.com/london)) and the TfL Journey Planner (<https://tfl.gov.uk/modes/walking/>)
  - The National Walking Month and organisations such as The Ramblers to engage people in walking
  - Promotion of Legible London signage to encourage people to walk when they visit the central area of London covered by Legible London signage and
  - Walk4life and Walk4Life find a walk (<http://www.walk4life.info/find-a-walk>)

## 4.5 Cycling

- 4.5.1 Policy compliant cycle parking will be provided for residents in secure covered storage.
- 4.5.2 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development. The take up of this discount will be monitored.
- 4.5.3 Further initiatives to promote cycling include:
- Promotion of cycle training and membership organisations such as LCC, CTC (Cycling UK), British Cycling (and related programmes to engage people in cycling)
  - Promotion of cycle skills courses and related social media work undertaken by Camden Council ([www.facebook.com/cyclingcamden](http://www.facebook.com/cyclingcamden))
  - Promotion of Bike Week events in Camden and nearby boroughs

- Cycle to Work Day, 'Lets Ride' British Cycling Initiatives including led rides, Breeze and Ride Social Rides, Ride London, promotion of London Cycle Guides, Cycle Streets Journey Planner and TfL Cycle Journey Planner
- Promotion of cycle security and bike marking schemes to reduce bike theft
- Promotion of HGV/cycle safety and
- Promotion of E-bike advantages for those with a longer commute/carrying loads.

## 4.6 Public Transport

- 4.6.1 Details of how to access information on bus, London Underground and taxi services including the National Rail and TfL Journey Planner websites will also be promoted through appropriate means e.g. the Welcome Pack.
- 4.6.2 Other initiatives that could encourage the usage of public transport include the promotion of the below:
- Promotion of online or mobile journey planning tools such as TfL Journey Planner or phone applications such as *Citymapper*, *Tube Map*, *London Bus Live countdown*, etc.
  - TfL's Safer Travel at Night campaign relating to safety on public transport and the use of licensed Private Hire and Black Cabs and
  - Promotion of timetables and ticketing, spider maps for bus services including night buses; Welcome Pack and Travel Information Provision
- 4.6.3 New residents will be provided with a Welcome Pack containing information on walking and cycling network and accessibility, public transport services close to the site and other measures for encouraging use of sustainable modes of travel.
- 4.6.4 The provision of information of sustainable modes is an important aspect of Travel Plans. It is recommended that the packs contain the following information:
- A summarised version of the TP document, that sets out the purpose and benefits, etc.
  - Timetables and route maps for public transport, particularly buses
  - Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries
  - Cycling and walking maps for the local area
  - Web details for any community travel sites and community forum sites
  - Web and other contact details for major retailers offering home shopping facilities and
  - Contact details of the TPC.

## 4.7 Reducing the need to travel

- 4.7.1 The Welcome Pack will detail the benefits of home working - this will ensure that residents have an added incentive to consider working from home, even if this is only for one day a week.
- 4.7.2 Residents can also consider flexible working hours to adapt to the public transport timetables and/or to avoid travelling during the peak hours.

- 4.7.3 Residents will also be encouraged to make use of web-based home shopping; this will reduce the need to travel for residents within the development. Further, proximity to the retail units can further reduce the need to travel to high street shops. This will also create added advantages for those who are mobility impaired.
- 4.7.4 To encourage localised patterns of sustainable travel, residents will be made aware through their Welcome Pack and on residents notice board of the full range of goods and services available and how to access them either on site or in the wider area. The TPC will also investigate the feasibility of promoting local employment opportunities among residents to encourage living and working in the local area.

## 5 Action Plan

- 5.1.1 The Action Plan presented in Table 5.1 set out the measures included within the TP that are directed at influencing travel.
- 5.1.2 The Action Plan will be revised every year following each Annual Travel Plan Review or with other plots that come forward.



Table 5.1: Action Plan for Travel Plan Measures

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress Towards Target
<b>Managing the on-going development and delivery of the Travel Plan with future residents</b>						
Travel Plan Coordinator	A TPC will be responsible for managing the on-going development, delivery and promotion of the TP	Appoint a TPC for Plot 1 of Central Somers Town	This will ensure that the TP is taken forward and results are delivered	Prior to Occupation	The Applicant (LBC)	Successful Implementation of Travel Plan
Adoption of the Travel Plan	Sign in from the Applicant will be vital to ensure that the TP is an active, living document	Encourage residents to adopt the TP	The involvement of the Applicant will ensure future commitment to the development of the TP	On occupation	The Applicant	Successful Implementation of Travel Plan
Establish Steering Group	The Steering Group will be a platform to allow residents to discuss issues with the TPC and the Applicant	Establish and work alongside the Steering Group	Residents can share knowledge and coordinate the improvement of sustainable travel options	On Occupation	TPC	Successful Implementation of Travel Plan
TPC to attend the Steering Group meetings	Meetings with the Steering Group will enable the discussion of site-wide issues and the exchange of TP progress/information between all residents	Work with the TPC and Steering Group to meet once a year	This will ensure that key site-wide issues are addressed and TP progress/information is exchanged, also providing easy communication between residents and the Council	On Occupation	The Applicant	Successful Implementation of Travel Plan
Travel Planning Monitoring of the Site	To be compliant with the standard approach of travel plan monitoring using travel surveys (baseline and on the 1 <sup>st</sup> , 3 <sup>rd</sup> and 5 <sup>th</sup> year)	Residential travel surveys to be undertaken as monitoring. These results will be published and necessary updates will be made to the Travel Plan. This will include liaison with the Council.	To allow the TPC to assess the effectiveness of the TPs and/or any specific measures to encourage sustainable travel. This could also allow TPC to revise the mode share targets where relevant.	Within 6 months of occupation, and subsequently on the 3 <sup>rd</sup> and 5 <sup>th</sup> year	TPC and the Applicant	Successful Implementation of Travel Plan

Increasing awareness of the Travel Plan and its constituent measures						
Travel Information Packs	To provide Travel Plan Information Packs to each residential unit	To provide information on sustainable ways to travel around the area and of the local services and facilities available in the vicinity	Residents will be provided with a high level of information to inform their travel choices, including information on local facilities and timetable and routes for public transport services	On Occupation	The Applicant	Successful Implementation of Travel Plan
Publicise Travel Plan Success	Promote the TP and achievements made via newsletter and/or residential notice board	Feedback to the residents on progress against TP targets	This feedback will keep the residents involved and aware of the TP	Following monitoring surveys	TPC	Successful Implementation of Travel Plan
Provision of travel information to prospective residents	Provide travel information in the marketing materials including the marketing suite and the websites	Provide information on all modes in the marketing suite and have trained sales/marketing staff to give information on the options available	Residents will be well informed on their travel options before agreeing to occupy the units, and may be encouraged to change previously established travel habits.	With the Marketing Strategy of the residential agreements	The Applicant	Successful Implementation of Travel Plan
Site-specific travel information	Welcome packs will be provided to each residential unit containing travel information and advice	Produce maps on cycle, public transport services. Provide a community notice board where this information can be displayed	Residents will be well informed on their travel options and will be encouraged to choose more sustainable modes	On Occupation	The Applicant	Successful Implementation of Travel Plan
Encouraging greater use of sustainable transport modes, in particular the active modes						
Public Transport Promotions	Various measures can be implemented to promote the use of public transport	Provision of public transport services timetables, and spider maps including night buses within the Travel Information Pack. Promotion of TfL Journey Planner, National Rail journey planner and other phone applications to facilitate travel planning on the mobile handsets, and awareness of network issues	To promote convenience in travel planning 'on the go' for residents; to encourage mode shift from private car use to public transport	On-going	TPC	Progress towards mode share target

Cycle Parking Facilities	The development will provide secure cycle parking, cycle routes and information on cycle facilities.	To provide secure cycle parking spaces in line with London Plan standards. Information on cycle facilities will be provided within the Welcome Pack.	Provision of cycle facilities will encourage resident to use bicycles as a mode of travel to/from work or leisure activities	With development	TPC and the Applicant	Progress towards cycling mode share
Additional Cycling Service/Facilities	Further cycling classes and provision of bike maintenance tools can be provided if the demand arises	To organise cycle maintenance classes in partnership with RBG and to provide (additional) bike maintenance tools within the cycle storage area	To promote cycling to a wider audience and make cycling to/from the site convenient without the need to purchase maintenance tools	Following each monitoring stage	TPC	Progress towards cycling mode share
Cycle Promotions	More specific measures to promote cycling amongst residents and visitors to the site	Promoting cycle training, skills sources and membership organisations e.g. LCC, CTC, British Cycling.	To encourage the uptake of cycling to achieve mode shifts to active modes of transport	On-going	TPC	Progress towards cycling mode share
Walking Promotions	More specific measures to promote walking amongst residents and visitors to the site	To promote the use of journey planners including Walkit.com; to promote leisure routes and strategic walking routes on Walk London. To promote events such as National Walking Month and organisations e.g. The Ramblers to engage residents in walking	To encourage the benefits of walking and promote awareness of amenities that are located within walking distance	On-going	TPC	Progress towards pedestrian mode share
Public Transport Guides	Issuing information to residents on public transport options and journey planners.	Provide a guide detailing the available public transport routes in the area and how to access them.	Improved knowledge and ease of access to public transport will encourage residents to use it when possible.	On Occupation	TPC / the Applicant	Progress towards mode share target

Discounts on local public transport services and facilities	To provide discounts on the use of sustainable transport modes	To provide discount on the use of public transport, cycles and cycle equipment.	To encourage travel by sustainable modes	TPC will research and put these options forward to the Applicant as the units become occupied. If signed up to then these will then become the responsibility of the TPC		Progress towards mode share target
Site-wide activities	To organise activities that aim to encourage walking and cycling	Activities such as cycle trips e.g. Cycle to Paris or prized steps challenge can be organised for all users across the site	To promote the benefits of walking and cycling and get residents involved in using the active travel modes	Post-occupation	TPC	Progress towards mode share target
<b>Reducing the need to travel</b>						
Development Location	The proximity to the rail and bus links combined with the accessibility of local services by pedestrian and cycle links	To promote the facilities in the local area to all residents of the development to encourage travelling locally by active modes	The location of the development within walking distance to local foodstores and shops will help reduce the need for residents to travel for work / services.	With Development	The Applicant	Progress towards mode share target
Promotion of Work from Home and Online Shopping	The provision of high speed internet connectivity to the residential units allow residents to choose to work from home and the promotion of online shopping. These can reduce the need to travel by car to work/high street shops	To promote the merits of working from home/online shopping with high speed internet connections that will be available in each residential unit.	Residents can order shopping online or work from home to reduce the need to travel by car to their local supermarket.	With Occupation	The Applicant	Progress towards mode share target
Adoption of Flexible Working Hours	Where applicable, residents can consider adopting flexible working hours to match with the public transport timetables and/or to avoid peak hours	To promote the merits of flexible working hours and travelling outside of peak hours	This can reduce the number of trips generated during the peak hour	On-going	TPC	Progress towards mode share target