



Weedington Road Sports Dome  
Camden

**Travel Plan Statement**

For

Queens Crescent Community  
Association (QCCA)

## Document Control Sheet

Travel Plan Statement

Weedington Road Sports Dome

Queens Crescent Community Association (QCCA)

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
03/03/2014	1 <sup>st</sup> Draft	LB	PS
04/03/2014	2 <sup>nd</sup> Draft	LB	PS
21/03/2014	Final	LB	PS
21/05/2014	Rev A	PS	PS

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## 1.0 Introduction

- 1.1 This Travel Plan Statement has been prepared in relation to the proposed sports facility at the Weedington Road play centre in Camden. The site currently offers an outdoor multi use games area and a play area featuring climbing equipment and swings.
- 1.2 The development proposals seek to place an inflatable dome over the existing outdoor area to provide a sports hall for local schools and the local community. The hall will be marked out as a 6-court sports hall with a central dividing curtain in line with Sport England's 'Sports Hall Design and Layouts'. Two standard basketball courts or two reduced five-a-side football courts can be laid across the hall. Independent entrances to the sports hall will be provided at either end of the central divide.
- 1.3 The development will provide a suitable area for the students of College Francais Bilingue de Londres (CFBL) to undertake a full programme of Physical Education and will also provide the local community with an area to partake in physical activity.

### Background

- 1.4 A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local Government.
- 1.5 The National Planning Policy Framework (NPPF) highlights that a key tool for facilitating the promotion of sustainable travel choices will be a Travel Plan:  
  
"All developments which generate significant amounts of movement should be required to provide a Travel Plan."
- 1.6 Local policy with regard to sustainable travel is contained in Policy DP16 of London Borough of Camden's Development Management Policies which states that:
- 1.7 "A simplified travel plan (an Enterprise Scale Travel Plan) should be provided for businesses and establishments below the Travel Plan thresholds where 20 or more staff will be employed"
- 1.8 This Travel Plan Statement has been drafted with reference to Transport for London's (TfL) guidance document 'Travel Planning Guidance' (November 2013). This guidance states that a Travel Plan Statement should be provided when a development employs 20 or more staff.
- 1.9 The Travel Plan represents a long-term strategy to encourage the use of sustainable modes of transport by users. The aims of the strategy are (a) to increase the awareness of visitors to all the transport options available to them and to the potential for travel by more sustainable modes, and (b) to introduce a package of both 'hard' (physical) and 'soft' (behavioural) measures that will facilitate travel by other modes.
- 1.10 The remainder of this document is divided into four sections. Section 2 describes the existing provision of transport infrastructure and services. Section 3 contains the objectives and targets of the Travel Plan and Section 4 describes the measures which will be implemented in order to achieve these objectives. Section 5 provides an Action Plan that details who will be responsible for implementing the Travel Plan measures.

## 2.0 Existing Conditions

### Introduction

- 2.1 This section sets out the existing infrastructure provision and baseline travel patterns of the local population in order to provide a base position against which future improvements can be measured.

### Site Location

- 2.2 The site is located on Weedington Road in Lower Belsize Park. The current play area backs onto a string of local shops located on Queens Crescent. There are motorcycle, disabled and pay and display parking bays adjacent to the site on Weedington Road. There are parking restrictions on Queens Crescent from 9am – 11am Monday to Friday, 7am – 5.30pm Thursday and 7am to 6pm Saturday.
- 2.3 The land use in the immediate vicinity is predominately residential with accommodation being provided in a number of large blocks. Local shops, cafes, a pharmacy and other local facilities are located along Queens Crescent to the south of the site. There is also a market held on Queens Crescent every Thursday and every Saturday. The location of the site in relation to local bus stops, tube stations and railway stations can be seen in **Figure 2.1**.
- 2.4 Public Transport Accessibility Levels (PTALs) provide a useful guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. A PTAL of 3 has been calculated for the site demonstrating that it is considered to have a moderate level of public transport accessibility. A PTAL report is attached at **Appendix A**. It is therefore considered that the site is moderately accessible by a range of different public transport services.

### Accessibility by Foot

- 2.5 The site is located within an established residential area and within a 700 metre walking distance from the College Francais Bilingue de Londres, this route can be seen in **Figure 2.1**. The residential roads surrounding the site benefit from footways on both sides of the road and dropped kerbs at crossing points.

### Accessibility by Cycle

- 2.6 Weedington Road connects with Vicars Road in the north, which is shown as a quieter route that has been recommended by cyclists on the Transport for London Local Cycling Guide. From Vicars Road the route connects with the wider cycle network; the College Francais Bilingue de Londres is accessible from quieter roads via Grafton Road and Holmes Road.

### Accessibility by Bus

- 2.7 The nearest bus stop is located approximately 260 metres from the site on Malden Road, which is accessible via Queens Crescent. This stop is served by bus routes 24 and 46; a summary of these services is shown in table 2.1.

Bus Route	Destinations	Frequency
24	Pimlico – Trafalgar Square – Hampstead Heath	1 every 5-9 minutes
46	Lancaster Gate – Camden – Kings Cross	1 every 7-11 minutes

Table 2.1 Local bus services

- 2.8 The local bus routes and connections can be seen in the TFL bus spider map in [Appendix B](#).

### Accessibility by Tube

- 2.9 The nearest underground station is Kentish Town located 1 kilometre from the site, accessible via Weedington Road, Warden Road, Holmes Road and Kentish Town Road. Kentish Town Underground is served by the Northern Line.
- 2.10 Northbound services of the Northern Line terminate at High Barnet, Mill Hill East and Edgware, whilst southbound services terminate at Morden. These services operate approximately every four minutes during a typical day.
- 2.11 Overground station Kentish Town West is located 600 metres south of the site within a 7 minute walk and is also accessible via the number 46 bus. This station is served by the London Overground which provides frequent service to Stratford, Clapham Junction and Richmond.

### Accessibility by Rail

- 2.12 Kentish Town Station is located 1 kilometre from the site and is served by First Capital Connect. Kentish Town station is located on the St Albans City to Sevenoaks and Sutton line and on the Bromley South to Luton line. The Typical frequency of services can be seen in Table 2.2.

Destinations	Frequency (peak)
St Albans City	1 every 30 minutes
Sevenoaks	1 every 30 minutes
Sutton (Surrey)	1 every 15 minutes
Luton	5-6 every hour

Table 2.2 Kentish Town Rail Station Services

### Car Clubs

- 2.13 Car clubs can help to relieve parking pressures and reduce reliance on the private motor-vehicle by residents and businesses.
- 2.14 The nearest car club bay is located on Inkerman Road, some 650 metres to the south east of the application site and is run by City Car Club. A further bay is available on the adjacent road, Cathcart Street, which is run by Herts 24/7. These bays are approximately located within an 8 minute walk of the site.

### Baseline Modal Split

- 2.15 Census data (2011) for Camden 007C (Lower Layer Super Output Area) shows that 75.6% of the residents in the immediate vicinity of the site do not own a car or a van. The low level of car ownership in this area is likely to be reflected in the modal split of journeys to work, the breakdown of this can be seen below in table 2.3.

2.16 Method of Travel	2.17 Modal Split Camden 007C	2.18 Modal Split Camden London
Underground, Metro, Light Rail, Tram	23%	37%
Train	7%	7%
Bus, Minibus or Coach	25%	16%
Taxi	0%	1%
Motorcycle, Scooter or Moped	1%	1%
Driving a Car or Van	12%	11%
Passenger in a Car or Van	1%	1%
Bicycle	10%	7%
On Foot	19%	18%
Other Method of Travel to Work	2%	1%

Table 2.2: Baseline Modal Split

- 2.19 The above data represents the modal split for journeys to work, it is therefore important to note that journeys to the site may not be linked in with these existing journeys. However the statistics give a general indication of the level of car use in the local area.

### 3.0 Objectives

3.1 The objectives of this Travel Plan are:

- ▶ To increase awareness of the use of sustainable modes of travel and to encourage their use;
- ▶ Increase awareness of the environmental impacts of travel by the private car; and,
- ▶ To promote walking and cycling as a health benefit to users

3.2 The site is located within close proximity of the local community and the local schools. Due to this and to low car ownership levels, travel by private car is likely to be negligible and it is considered that the majority of users will access the site via foot or by cycle.



## 4.0 Travel Plan Measures

### Introduction

- 4.1 This section of the Travel Plan outlines the specific 'hard' and 'soft' measures which form part of this Travel Plan. As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list is not exhaustive and the operator of the site will be free to investigate other potential initiatives that are suitable for achieving Travel Plan objectives.

### 'Hard' Measures

- 4.2 In accordance with national and local planning policy guidance the Applicant is committed to encouraging the use of more sustainable modes of transport. A number of 'hard' measures have been proposed to encourage sustainable travel:
- ▶ No car parking provided on for users of the sports facilities;
  - ▶ Provision of existing welfare and changing facilities for staff and users of the site within existing play centre building;
  - ▶ A contribution has been secured by way of a Section 106 agreement to enable the local authority to provide cycle parking on street in the vicinity of the site; and
  - ▶ Provision of notice boards containing information on local walking, cycle and public transport routes and the health benefits of walking and cycling.

### 'Soft' Measures

- 4.3 Following completion of the development the emphasis for encouraging sustainable travel behaviour will be focused on the on the implementation of a number of 'soft' measures, most notably through the provision of information:
- ▶ Information on local walking, cycle and public transport routes will be provided on the sports facilities website;
  - ▶ Details of websites which make walking journeys easier to plan such as [www.walkit.com](http://www.walkit.com) will be provided to users;
  - ▶ Details of journey planning tools such as those available on [www.tfl.gov.uk](http://www.tfl.gov.uk) will be provided to enable users to plan journeys using sustainable means; and,
  - ▶ Promotion of national awareness events such as 'Walk to School Week' to local school children who use the facilities and Walk to Work week and National bike week to staff and visitors.

### Travel Plan Co-ordinator

- 4.4 The Applicant is committed to ensuring that the objectives of the Travel Plan are met and that the measures included within this Travel Plan are implemented. The Operations Manager of the QCCA, Mark Clancy, will act as the Travel Plan Coordinator (TPC) for the site and will be responsible for promoting the Travel Plan, implementing the soft measures detailed above and keeping details up to date. The Travel Plan Co-ordinator contact details are provided below;

Mark Clancy, Operations Manager  
Queen's Crescent Community Association  
45 Ashdown Crescent  
London, NW5 4QE  
Tel: 020 7267 6635

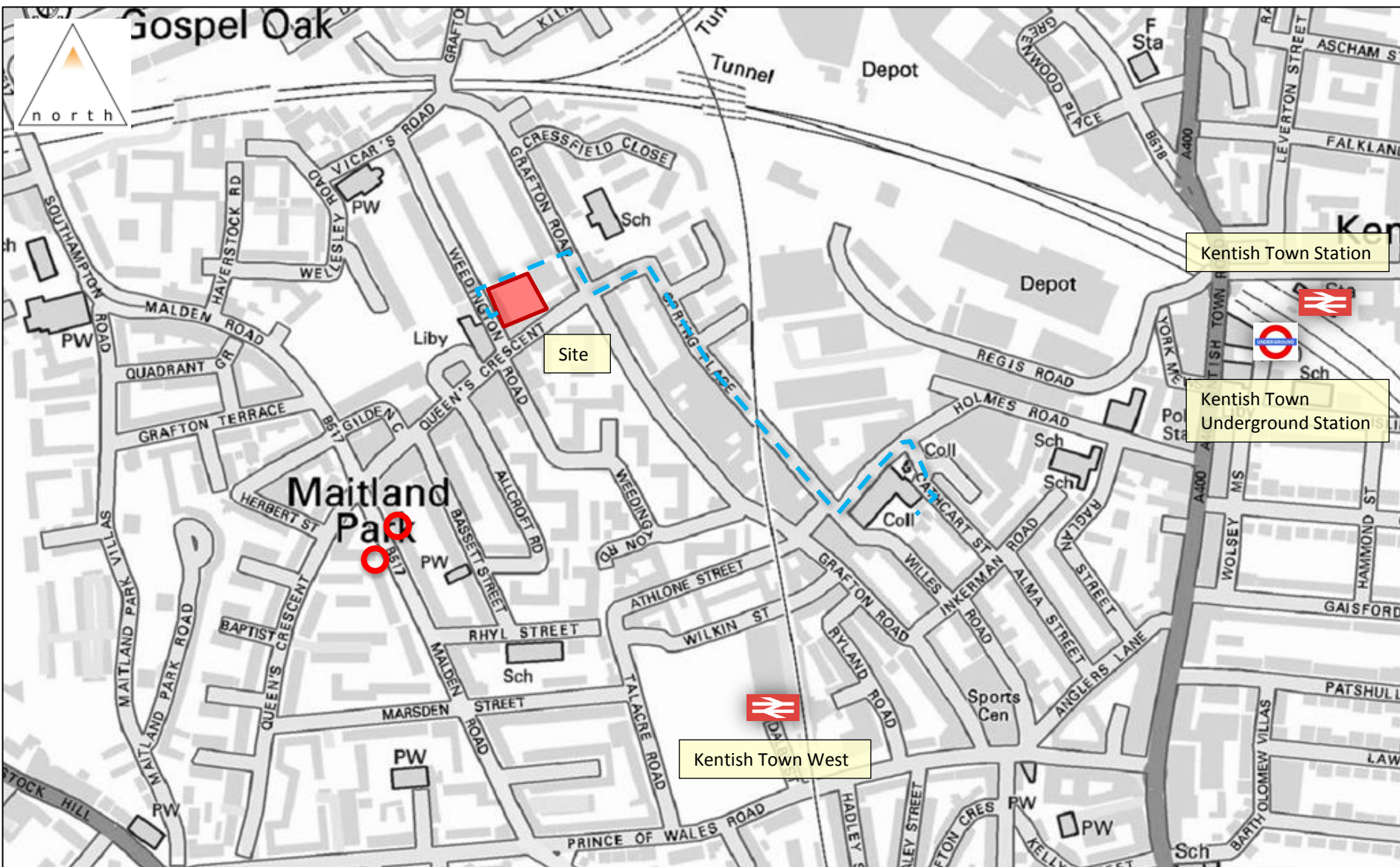
## 5.0 Action Plan

- 5.1 The Developer and TPC will be responsible for adopting the Action Plan which identifies what actions are necessary in order to implement the Travel Plan measures. Actions have timescales assigned to them.
- 5.2 The TPC will have overall responsibility for the Action Plan but the measures identified within it may be assigned to others.

Action	Timescale	Responsibility
Provide funding for secure cycle parking	Prior to opening.	Developer
Appoint a Travel Plan Coordinator	Prior to opening	Developer
Produce a public transport information notice board.	Prior to opening	Travel Plan Co-ordinator
Promote local and national events for alternative transport to work	Upon opening and ongoing	Travel Plan Co-ordinator
Ensure that travel information displayed is correct and up to date	Upon opening and ongoing	Travel Plan Co-ordinator
Refine measures in response to feedback as necessary	Ongoing	Travel Plan Co-ordinator

Table 5.1 – Action Plan

## **Figures**



Legend

- Walking Route for Students from CFBL
- Bus Stop

## **Appendix A**

PETAL Report

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20142702142023  
Description 20142702142023  
Run by user PTAL web application  
Date and time 27/02/2014 14:20

## Walk File Parameters

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

Coordinates: 528298, 185145

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	GOSPEL OAK STATION	C11	574.03	7.5	0.5	7.18	6.0	13.18	2.28	1.14

BUS	MALDEN ROAD RHYL STREET	46	337.26	6.0	0.5	4.22	7.0	11.22	2.67	1.34
BUS	MALDEN ROAD RHYL STREET	24	337.26	12.0	1.0	4.22	4.5	8.72	3.44	3.44
BUS	PRINCE OF WALES RD QUEEN'S CRES	393	638.47	5.0	0.5	7.98	8.0	15.98	1.88	0.94
LT SAP Points Not Found										
NATIONAL_RAIL	GOSPEL OAK	RICHMOND to STRATFORD	603.2	4.0	1.0	7.54	8.25	15.79	1.9	1.9
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	603.2	4.0	0.5	7.54	8.25	15.79	1.9	0.95
NATIONAL_RAIL	GOSPEL OAK	CLAPHAM JUNCTION to STRATFORD	603.2	2.0	0.5	7.54	15.75	23.29	1.29	0.64

Total AI for this POI is 10.35.

PTAL Rating is 3.

# PTAI Study Report File Details

Date 27/02/2014 14:20

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 528298, 185145

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## Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop GOSPEL OAK STATION

Walk time to stop from POI is 7.18 minutes

Walk distance to stop from POI is 574.03 metres

Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Stop MALDEN ROAD ST LEONARD'S SQUARE

Walk time to stop from POI is 7.01 minutes

Walk distance to stop from POI is 560.5 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Stop MALDEN ROAD RHYL STREET

Walk time to stop from POI is 4.22 minutes

Walk distance to stop from POI is 337.26 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Stop ST DOMINICS PRIORY

Walk time to stop from POI is 5.33 minutes

Walk distance to stop from POI is 426.47 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes



Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes  
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes  
Stop PRINCE OF WALES RD QUEEN'S CRES  
Walk time to stop from POI is 7.98 minutes  
Walk distance to stop from POI is 638.47 metres  
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes  
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

TATs for this mode

Route C11 Stop GOSPEL OAK STATION TAT 13.18 minutes EDF 2.28  
Route 46 Stop MALDEN ROAD RHYL STREET TAT 11.22 minutes EDF 2.67  
Route 24 Stop MALDEN ROAD RHYL STREET TAT 8.72 minutes EDF 3.44  
Route 393 Stop PRINCE OF WALES RD QUEEN'S CRES TAT 15.98 minutes EDF 1.88

Best EDF is 3.44

Half of all other EDFs is 3.41

AI for this mode is 6.86

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## Underground Services

Reliability factor for this mode is .75  
Maximum walk time for this mode is 12 minutes  
Maximum walk distance for this mode is 960.0 metres

\*\* No stops found within buffer for this POI

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## Rail Services

Reliability factor for this mode is .75  
Maximum walk time for this mode is 12 minutes  
Maximum walk distance for this mode is 960.0 metres

Stop GOSPEL OAK  
Walk time to stop from POI is 7.54 minutes  
Walk distance to stop from POI is 603.2 metres  
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes  
Route GOSPEL OAK to BARKING BR Direction T33-T799 Frequency 4.0 giving AWT of 7.5 minutes  
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes  
Stop KENTISH TOWN WEST

Walk time to stop from POI is 10.6 minutes

Walk distance to stop from POI is 848.31 metres

Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes

Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes

TATs for this mode

Route RICHMOND to STRATFORD Stop GOSPEL OAK TAT 15.79 minutes EDF 1.9

Route GOSPEL OAK to BARKING BR Stop GOSPEL OAK TAT 15.79 minutes EDF 1.9

Route CLAPHAM JUNCTION to STRATFORD Stop GOSPEL OAK TAT 23.29 minutes EDF 1.29

Best EDF is 1.9

Half of all other EDFs is 1.59

AI for this mode is 3.49

Total AI for this POI is 10.35. X: 528298, Y: 185145.

PTAL Rating is 3.

## **Appendix B**

TFL Bus Route Spider Map

# Buses, Tube and trains from Royal Free Hospital (Hampstead Heath)

