Panther House and 156-164 Grays Inn Road

Panther House Developments Limited

Travel Plan

August 2019

ttp consulting

transport planning specialists

Panther House Developments Ltd

Panther House, Brain Yard Buildings & 156 & 160-164 Grays Inn Road

Travel Plan

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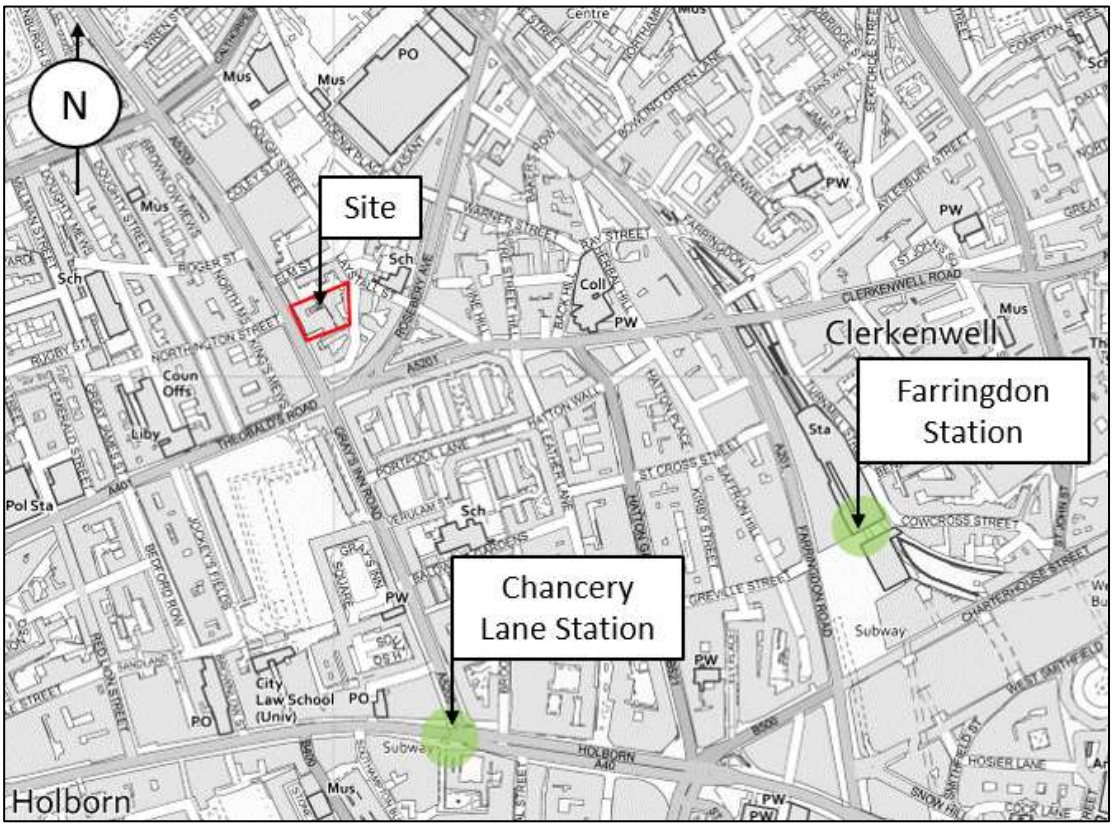
1 INTRODUCTION

1.1 This Framework Travel Plan has been prepared by TTP Consulting on behalf of Panther House Developments Ltd to accompany the planning application for the proposed redevelopment at Panther House, Brain Yard Buildings and 156 & 160-164 Grays Inn Road (the site), located within the London Borough of Camden (LBC). The site location is shown at **Figure 1.1.**

Figure 1.1 – Site Location Plan



1.2 The site's location benefits from being in close proximity to numerous employment centres, residential areas and sustainable transport infrastructure. It is located along Gray's Inn Road and is 800m away from Farringdon Station and Chancery Lane Station. There are 10 bus routes available within walking distance of the site that offer frequent connections and 9 train/ underground stations under a 2km walk.

1.3 The proposal seeks to provide 229sqm of retail floor space at ground floor, 6,642sqm of office floor space and 7 residential units, representing a modest increase in office floor space compared with the existing buildings and a slight reduction in retail floor space.

Travel Plan Aim

1.4 The aim of this Travel Plan is to put in place the management tools that are necessary to enable employees and visitors to make informed decisions about their travel to the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. This aim is achieved by setting out a strategy for eliminating barriers which keep employees and visitors from making use of sustainable and in particular active modes of travel.

Travel Plan Coordinator

1.5 The Travel Plan Coordinator will be responsible for implementing the measures and initiatives in the report to encourage staff and visitors to travel by sustainable modes of transport such as walking, cycling and public transport. It is expected the role will be fulfilled by a member of the Facilities Management team. The Travel Plan Coordinator's details are:

Name:……

Phone Number:…….

Email address:……

Scope of the Report

1.6 This Travel Plan is directed at encouraging sustainable travel to all users of the site; it is a Framework document as the occupiers are unknown, and will be updated once occupied and then will become a full workplace Travel Plan. It has been written as a stand-alone document and contains the relevant information needed to effectively implement and monitor the Travel Plan. It is expected this Travel Plan will be secured through a Section 106 agreement or planning condition.

1.7 The remainder of this Travel Plan is structured as follows:

- Section 2 - Relevant national, regional and local policy and guidance;
- Section 3 - Describes the accessibility and travel patterns of the development;
- Section 4 - Sets out the objectives and targets of the Travel Plan;
- Section 5 - Outlines the Travel Plan strategy;
- Section 6 - Identifies the measures and initiatives that will be implemented;
- Section 7 - Details the monitoring and review programme; and
- Section 8 - Provides the Action Plan.

2 POLICY AND GUIDANCE

2.1 An overview of key national, regional and local policies relevant to securing Travel Plans is provided below. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was last updated on the 19th February 2019 setting out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out the transport issues that should be considered from the earliest stages of plan-making and development proposals, so that:

"a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 The NPPF states that a key tool to facilitate the use of sustainable transport modes is a Travel Plan and at paragraph 111 states that

"all developments which generate significant amounts of movement should be required to provide a Travel Plan."

2.5 A Travel Plan is later defined as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed".

London Plan

2.6 The London Plan, is the Mayor's spatial development strategy and forms part of the development plan for Greater London. The London Plan was adopted in March 2016.

2.7 Chapter 6 (Transport) states that:

"Shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, can help reduce the need to travel and the length of journeys, and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling."

2.8 With regards to Travel Plans the London Plan states that:

"The use of travel plans can help reduce emissions by promoting alternatives to the car."

2.9 Policy 6.3 states that:

"Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."

Draft New London Plan

2.10 The Draft New London Plan was published for consultation between December 2017 and March 2018, with minor amendments made by the Mayor issued in August 2018 and post session changes arising from the Examination in Public included in July 2019. The current 2016 plan is still the adopted Development Plan; however, the draft London Plan is a material consideration in planning decisions.

2.11 Policy T2 sets out how developments should incorporate the Healthy Streets approach. The policy states:

"A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

> *1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
2) reduce the dominance of vehicles on London's streets whether stationary or moving.
3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.12 Policy T4 in regards to assessing and mitigating transport impacts indicates that Travel Plans will be required in accordance with relevant TfL guidance.

Camden Local Plan

2.13 Camden's Local Plan is the key strategic document in Camden's development plan. It sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions and was adopted in July 2017.

3 ACCESSIBILITY AND EXISTING TRAVEL PATTERNS

3.1 This section of the Travel Plan describes the accessibility of the site by sustainable modes of travel.

Accessibility

3.2 The site is accessible by a variety of modes of transport with a large number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Local Road Network

3.3 Grays Inn Road (the A5200) is a two-way street, which passes the frontage of the site. It operates in a north-south orientation between Euston Road (the A501) and High Holborn (the A40). The street is subject to a 30mph speed limit. The footway along the front of the site is 3.8m in width, with a bus stop and associated cage located outside the site.

3.4 Mount Pleasant is a one way road which is subject to a 20mph speed restriction. It operates in a north to south orientation between Elm Street and Grays Inn Road. Double yellow line restrictions are present along both sides of the street for the length of the road in the vicinity of the site. The footway along Mount Pleasant is inconsistent in width, from its widest at 1.6m, it narrows to <1 metre towards Grays Inn Road.

On-street Parking

3.5 The site is located within the London Borough of Camden's (LBC) Controlled Parking Zone (CPZ) area CA-D which is in operation Monday through Friday between 8.30am and 6.30pm and on Saturdays between 8.30am and 11.30am. Outside of these hours, parking is unrestricted in the vicinity of the site.

Walking

3.6 Like much of Inner London the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities as well as residential areas.

3.7 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.

3.8 **Figure 3.1** provides details of a 1km and 2km catchment zone surrounding the site. The map shows that a number of retail and residential areas could be accessed on foot, as well as a number of bus stops and underground stations.

Figure 3.1 – Walking Isochrone Map

3.9 The walking environment in the vicinity of the site is such that footways are provided on both sides of Grays Inn Road, Clerkenwell Road and Theobalds Road.

3.10 The majority of crossings in the area are provided with dropped kerbs and tactile paving whilst crossings at the junctions with Grays Inn Road and Clerkenwell Road/ Theobalds Road are controlled, offering push-button/green-man facilities. There is also a zebra crossing, located approximately 35m to the north of the site facilitating access across Grays Inn Road.

3.11 **Table 3.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 3.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	**Location**	**Distance**	**Approximate Walking Time***
Stop 'CD' (southbound)	Grays Inn Road	10m	1 minute
Stop 'CQ' (northbound)	Grays Inn Road	130m	2 minutes
Stop 'CB' (southbound)	Grays Inn Road	130m	2 minutes
Stop 'CT' (southbound)	Grays Inn Road	140m	2 minutes
Stop 'CS' (northbound)	Grays Inn Road	160m	2 minutes
Stop 'CU' (eastbound)	Clerkenwell Road	160m	2 minutes
Stop 'CW' (westbound)	Clerkenwell Road	160m	2 minutes
Chancery Lane Station	Grays Inn Road	480m	6 minutes
Farringdon Station	Cowcross Street	800m	10 minutes
Holborn Station	A40 High Holborn	800m	10 minutes
Russell Square Station	Bernard Street	960m	12 minutes
*Based on 80m per minute			

3.12 Local facilities and amenities including a primary school, banks, a post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in **Table 3.2**, these are shown in **Figure 3.2.**

Table 3.2 – Approximate Distances to Local Facilities			
Amenity	**Location**	**Distance**	**Approximate Walking Time***
Primary School	Laystall Street	55m	1 minute
The Co-operative	Grays Inn Road	90m	1 minute
Sainsbury's Local	Clerkenwell Road	260m	3 minutes
Post Office	Rosebery Avenue	400m	5 minutes
Halifax	High Holborn	700m	9 minutes
Tesco Express	Farringdon Road	650m	8 minutes
Barclays	Hatton Garden	800m	10 minutes
*Based on 80m per minute			

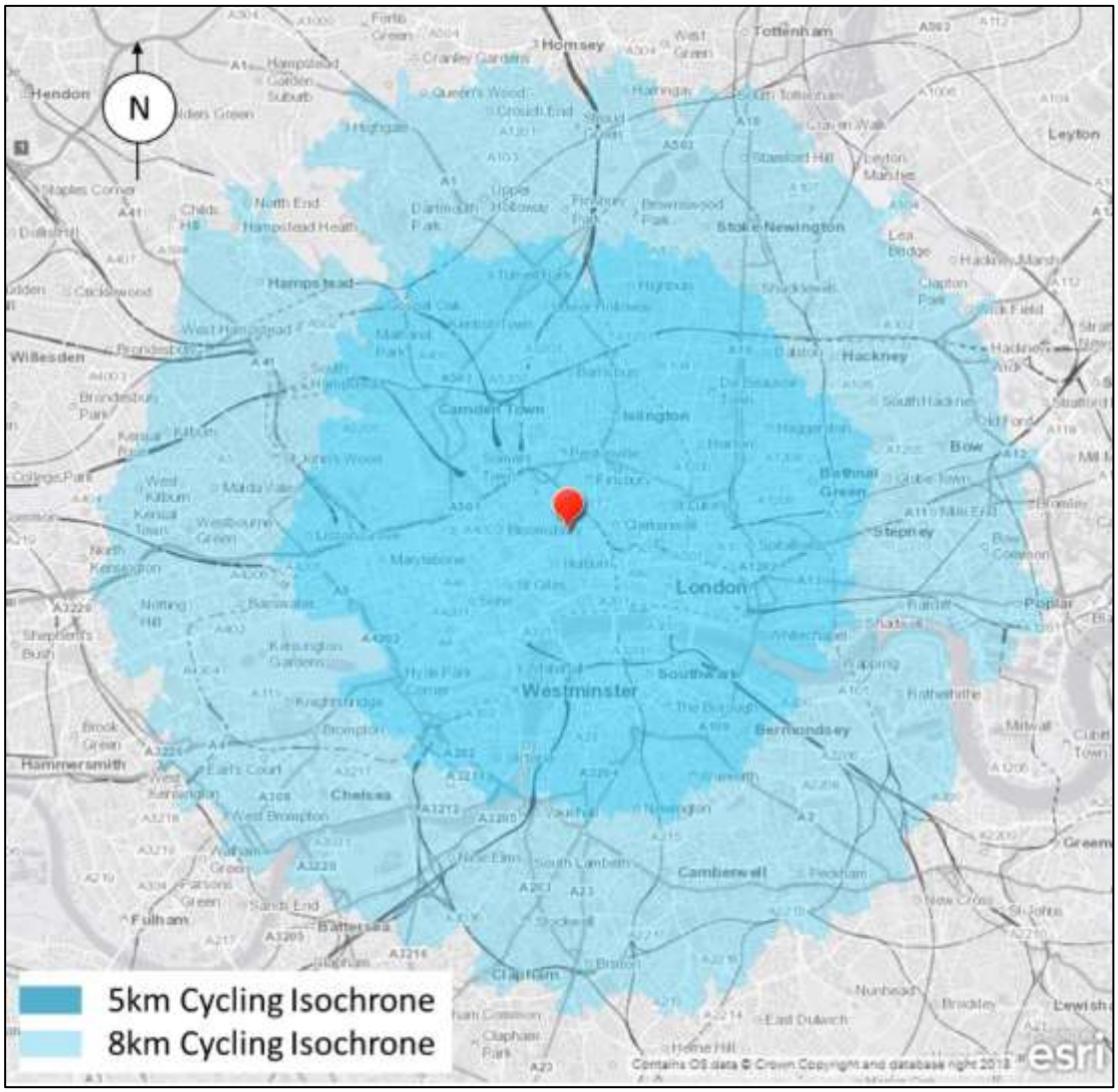
Cycling

3.13 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace.

3.14 **Figure 3.2** shows a 5km and 8km cycling catchment from the site. Much of Central London including Kensington, Pimlico, Shoreditch, Whitechapel and the Southbank are located within

a 5km cycle of the site, whilst Hampstead, Notting Hill, Stockwell, Battersea and Brixton can be reached within an 8km cycle of the site.

Figure 3.2 – Cycling Isochrone Map



3.15 Cycle Superhighway 6 is located on Farringdon Road and connects Kings Cross to Elephant and Castle. There are proposals to introduce dedicated cycling facilities along Grays Inn Road which will be consulted upon later this year.

3.16 Within the vicinity of the site there are Sheffield stands, including on Mount Pleasant, Grays Inn Road, Northington Street, and Elm Street. Those in the immediate vicinity of the site are shown on the existing highway arrangement drawing at **Appendix A**.

3.17 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route, being fast, moderate or easy. From the site the following destinations can be reached within various journey times:

- King's Cross (4 minutes / 5 minutes / 6 minutes);
- Euston (6 minutes / 9 minutes / 10 minutes);
- London Bridge (11 minutes / 13 minutes / 17 minutes); and
- Victoria (18 minutes / 22 minutes / 29 minutes).

3.18 Santander docking stations are a convenient and cost-effective alternative to owning a bike. The closest docking station to the site is located on Northington Street, to the west of the junction with Grays Inn Road, docking stations in the vicinity of the area are listed below:

- Northington Street – 19 cycles (90m walking distance);
- Wren Street – 33 cycles (350m walking distance);
- Theobald's Road – 26 cycles (350m walking distance); and
- Hatton Wall – 26 cycles (400m walking distance).

Public Transport

3.19 The site is highly accessible by public transport with several bus stops servicing the local road network, including Grays Inn Road, Theobald's Road and Rosebery Avenue. Additionally, three underground stations and Farringdon Rail station are located within a convenient walking distance of the site.

Bus Services

3.20 The closest bus stop, 'CD' is located directly outside the site, with 'CB' located just south of the site. The stops provide access to routes 17, 45 and 46, which connect the site to London Bridge, Clapham Park and St Bartholomew's Hospital. Within a two minute walking distance there are a further 9 bus routes which can be accessed, including: 8, 19, 25, 38, 55, 63, 243, 341 and 521.

3.21 **Figure 3.3** sets out the site's proximity to local bus stops whilst **Table 3.3** provides a summary of the local bus routes. The relevant TfL bus spider maps are included at **Appendix B**.

Figure 3.3 – Map to Show Local Bus Stops

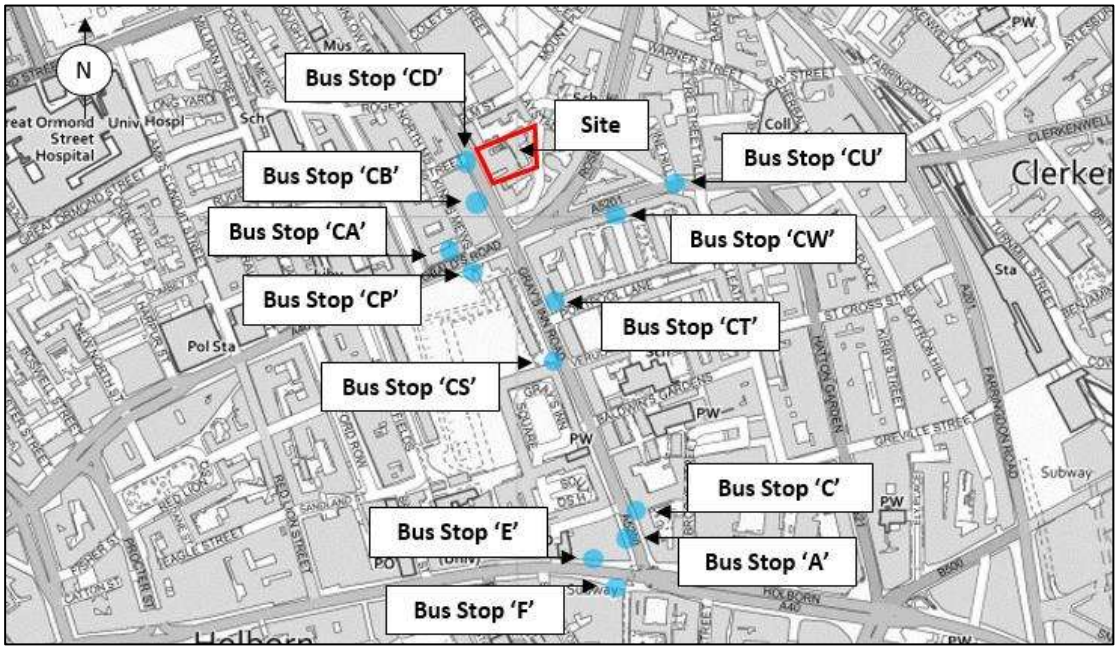


Table 3.3 – Summary of Local Bus Services					
Bus Stop	**Route**		**Frequency (every 'x' minutes)**		
	No.	**Destination**	**Mon-Fri**	**Saturday**	**Sunday**
'CD' & 'CB'	17	Archway Station and London Bridge	6 - 10	8 - 11	15
	45	Clapham Park and Kings Cross	8 - 12	8 - 12	15
	46	Lancaster Gate and St Bartholomew's	9 - 12	9 - 10	15
'CT' & 'CS'	341	County Hall and Northumberland Park	10 - 12	9 - 12	10 - 13
'CU' & 'CW'	55	Leyton and Oxford Circus	4 - 8	7 - 10	8 - 11
	243	Waterloo and Wood Green	5 - 8	7 - 11	8 - 12
'CA' & 'CP'	19	Battersea Bridge and Finsbury Park	6 - 10	7 - 11	8 - 12
	38	Clapton and Victoria	4 - 8	2 - 6	6 - 8
'E' & 'F'	8	Bow Church and High Holborn	4 - 8	6 - 10	9 - 11
	25	Ilford and Holborn Circus	5 - 9	6 - 10	9 - 12
	521	Waterloo and London Bridge	2 - 11	-	-
'A' & 'C'	63	Honour Oak and Kings Cross	6 - 10	6 - 10	9 - 13

Rail / Underground

3.22 The closest underground station to the site is Chancery Lane Station which is situated 500m to the south of the site. It is within a 6 minute walk / 2 minute cycle or 5 minute bus journey from the site. The station is served by the Central Line, which provides regular services to a

number of stations between Epping and Ealing. Services operate every 2-4 minutes in each direction.

3.23 Farringdon Station is located 800m to the east of the site (11 minute walk / 4 minute cycle / 8 minutes by bus). It provides Hammersmith and City, Circle and Metropolitan Line services, which offer frequent connections through central London including interchange opportunities at Liverpool Street, Kings Cross and Baker Street. Each service operates approximately every 5 – 10 minutes in each direction.

3.24 Farringdon Station is also served by regular Thameslink services. Destinations from Farringdon include Luton, Gatwick Airport, Bromley, Sevenoakds, St Albans, Brighton and Cambridge. The station benefits from step-free access to platforms with staff help available. Once operating, the Elizabeth Line will stop at Farringdon Station connecting Reading and Heathrow to the west through Central London to Shenfield.

3.25 Holborn Station is located within a 900m to the southwest of the site, offering Central and Piccadilly Line services. The station is within an 11 minute walk, 5 minute cycle or 7 minute bus journey from the site. The Piccadilly Line provides services towards Heathrow to the west and Cockfosters to the north. Services operate every 2-5 minutes in each direction.

3.26 The site is within close proximity to numerous other stations located within a 20 minute walk of the site including:

- Russell Square (12 minute walk / 4 minute cycle / 11 minute bus);
- City Thameslink (14 minute walk / 5 minute cycle / 9 minute bus);
- Barbican (17 minute walk / 6 minute cycle / 9 minute bus);
- Angel (19 minute walk / 7 minute cycle / 12 minute bus);
- St Paul's (19 minute walk / 8 minute cycle / 14 minute bus); and
- King's Cross (20 minute walk / 8 minute cycle / 12 minute bus).

Public Transport Accessibility Level

3.1 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility. The site has a PTAL level of 6b, demonstrating that it has an 'excellent' level of accessibility to public transport. The PTAL report is included at **Appendix C.**

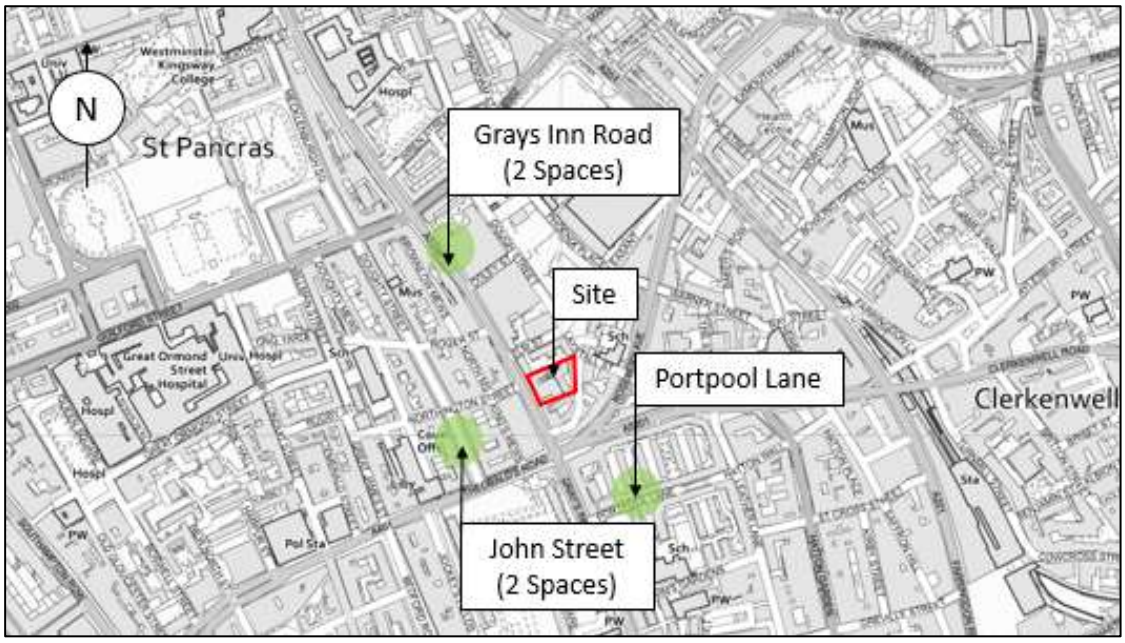
Car Clubs

3.2 There are five car club bays located within a 240m (3 minutes) walk of the site, both Grays Inn Road and John's Street provide two spaces. The closest to the site are on Grays Inn Road

which are provided by Zipcar and Enterprise. **Table 3.4** below provides details of the local car club parking bays, they are shown in **Figure 3.5.**

Table 3.4 – Local Car Club Operators		
Operator	**Location**	**Distance from Site**
Zipcar / Enterprise	Grays Inn Road	210m
Zipcar	Portpool Lane	240m
Zipcar	John Street	240m

Figure 3.5 – Map to Show Surrounding Car Clubs



Baseline Travel Patterns

3.3 As set out in the Transport Assessment, the mode split has been established using the 2011 Census Data for people travelling to work in the area for the Super Output Area Middle Layer Camden 027, in which the site is located, shown in **Table 3.5**. The mode share has been manually adjusted to reflect the car free nature of the development. On this basis, the car driver modal split has been reduced to 0% with the remainder reapportioned across the remaining modes based on the existing 2011 percentages, with results shown in **Table 3.6**.

3.4 Based upon the predicted journey to work, 83% of the workplace population will travel by public transport and 15% by active transport.

Table 3.5 – 2011 Method of Travel to Work [Camden 027]		
Mode	**Workplace Population**	**Resident Population**
Underground	32%	18%
Train	37%	5%
Bus	11%	18%
Taxi	0%	1%
Motorcycle	2%	1%
Car Driver	6%	6%
Bicycle	6%	7%
On-Foot	6%	44%
Total	100%	100%

Table 3.6 – Predicted Method of Journey to Work		
Mode	**Workplace Population**	**Resident Population**
Underground	33%	19%
Train	38%	6%
Bus	12%	19%
Taxi	0%	1%
Motorcycle	2%	2%
Car Driver	0%	0%
Bicycle	8%	8%
On-Foot	7%	45%
Total	100%	100%

3.5 For the purpose of the Travel Plan, the adjusted modal spilt shown in **Table 3.6** will be used for target setting purposes until a travel survey can be undertaken. This survey will accurately identify how employees at the development site travel to / from work. The results of the survey will be known as the year 0 results. The survey will be undertaken no later than three months after the site is occupied or when 75% of the floorspace is occupied (whichever occurs first). An example travel survey questionnaire is included at **Appendix D**.

4 OBJECTIVES AND TARGETS

Introduction

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 7**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus; and
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the development will seek to reach within the five year period covered by this Travel Plan.

Objectives

4.2 The Travel Plan's overriding objective is:

To engage with and encourage employees and visitors to use more sustainable ways of travelling to / from the development through more effective promotion of active modes. This will minimise the impact of the development on the surrounding public transport network.

4.3 The sub-objectives are as follows:

- Sub-objective 1: To increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all employees;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate employee and visitor travel by sustainable modes; and
- Sub-objective 4: To reduce unnecessary use of public transport for the journey to and from the site by employees and visitors.

Targets

4.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

Action Targets

4.6 The key Action targets are set out below:

- A Travel Plan Coordinator will be appointed at least one month prior to the first occupation of the development;
- Staff will be provided with a digital Travel Pack, describing the accessibility of the site, prior to occupation;
- A baseline travel survey will be undertaken 3 months from occupation of the development or once 75% of the floor space is occupied, whichever comes first;
- Travel surveys will also take place one, three and five years after the baseline travel survey (as detailed in the Monitoring section); and
- The Travel Plan and the aim targets within it will be updated according depending on the results of the travel surveys (with the five year survey being the final survey).

Aim Targets

4.7 **Table 4.1** outlines the Aim Targets set out for the development. The targets are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after 5 years of the launch of the Travel Plan.

4.8 The baseline figures are taken from the Transport Assessment where 2011 Census 'journey to work data' for those working in the local area was modified to take into account the 'car-free' nature of the development (see also **Table 3.6**). This has been used to set targets against until actual baseline travel survey data is available once the development is occupied.

4.9 As the car driver modal split will be low, which reflects the development's zero car parking provision, targets seek to reduce the use of public transport over time in favour of the more active modes of transport.

Table 4.1 – Travel Plan Aim Targets				
Target	**Mode Split**			
	Baseline (Year 0)	**Interim (Year 1)**	**Interim (Year 3)**	**Final (Year 5)**
Reduce Public Transport Trips by 10%	83%	79%	75%	73%
Achieve a 5% increase in the mode share for trips on foot	7%	9%	10%	12%
Achieve a 5% increase in mode share for cycling trips	8%	10%	11%	13%

4.10 It is more constructive to set Action type targets for measures aimed at promoting sustainable transport to visitors, rather than a mode split Aim Target.

4.11 The targets are based on proxy data and will need to be ratified and if necessary adjusted once the year 0 baseline modal share has been established.

5 TRAVEL PLAN STRATEGY

5.1 A Travel Plan is a practical management tool that sets out 'active' initiatives. This means that a Travel Plan is a process of continual improvement, requiring regular review to monitor changes in travel patterns and assessing the success of the plan's measures.

Travel Plan Coordinator

5.2 A TPC will be appointed prior to first occupation. It is expected that the TPC will be a member of the Facilities Management team for the development.

5.3 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of occupier's Travel Plan. Responsibility for funding the TPC role will lie with the site owner.

5.4 The primary responsibilities of the TPC role include:

- The implementation of measures as set out in the Travel Plan;
- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Monitoring the success of the Travel Plan against the agreed targets;
- Acting as a point of contact for all staff regarding travel and the Travel Plan; and
- Liaise with the relevant third-parties regarding the Travel Plan.

5.5 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

Digital Travel Pack

5.6 The marketing strategy will see each member of staff provided with a digital Travel Pack before they start work. The Travel Pack will include information on public transport, the local walking and cycling network, contact details for taxi operators, and local Car Club operators. It will also contain information about any incentives or discounts available to staff and information about the personal benefits of sustainable transport that may help them to establish positive travel behaviour.

5.7 A range of smart phone mobile apps are available which simplify the public transport information, provide up-to-date information and multiple route options. Apps including Citymapper, London Live Bus Countdown, Traveline, Navitime Transit and Tube Map are free to download on Android and iPhone operating systems.

5.8 In summary, the digital Travel Pack will contain the following information:

- Details of the Car Club locations in the surrounding area;
- Public transport maps / timetable information;
- Walking and cycling routes to key destinations e.g. local amenities, shops, banks;
- Health benefits of walking and cycling;
- Details of mobile phone apps related to travel; and
- Timetables for local public transport services.

6 MEASURES AND INITIATIVES

6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help to achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision are the core of the Travel Plan.

6.2 The measures outlined below are typically the most suitable for a development of this type and location, however, the list is not exhaustive and the buildings' tenants will be encouraged to investigate other potential initiatives.

Travel Information Packs

6.3 All employees will be given information about the Travel Plan and travel options in the form of a travel information pack. The pack will be digital and emailed to staff and will contain at least the following information:

- Details of the Travel Plan Co-ordinator and Travel Plan;
- A summarised version of the Travel Plan document that sets out the purpose and benefits etc.;
- Links to access public transport and cycle maps;
- Links to access timetables for local public transport services;
- Local taxi company details;
- Details of car club locations surrounding the site;
- Details of recommended walk routes and key destinations e.g. local amenities; and
- Any relevant employer specific company policies related to transport.

Measures to Encourage Walking

Walking Strategy 1: Promoting Benefits of Walking

6.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Co-ordinator will encourage employees to continue to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to employees and visitors concerning safe, suitable routes. There are well maintained footways in the vicinity of the site and as such this lends itself to those who travel on foot.

6.5 The Travel Plan Coordinator will ensure employees are aware of 'walking' initiatives set up by the Local Council and non-profit organisations, including:

- 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness;
- Walking Works – A website providing tips on how to get friends, family and colleagues walking; and
- National Walking Month – May is National Walking Month and is promoted by Living Streets.

6.6 The Travel Plan Coordinator will promote walking by:

- Setting up lunchtime walking groups;
- Hosting a breakfast to reward people who walk;
- Giving out pedometers and information about the health benefits of achieving 10,000 steps a day; and
- Encouraging colleagues to Ride and Stride - if they live too far away from work to walk all the way, encourage them to get off the train or bus a stop early and walk the rest of the way, or if they drive to work, encourage them to park further away.

Walking Strategy 2: Maintaining Infrastructure

6.7 The Travel Plan Coordinator will identify, through discussion with staff, problems with external pedestrian routes and discuss possible improvements with the highway authority and the site owner.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

6.8 Cycling is generally accepted as a mode of transport to replace car journeys up to 8km or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise.

6.9 Each employee will be provided with information and advice concerning cycle routes. The TfL Journey Planner (https://tfl.gov.uk/plan-a-journey/) can be used to determine the most appropriate cycling routes to and from the site. Further information regarding maintenance sessions will be made available.

6.10 The Travel Plan Coordinator will ensure employees and visitors are aware of cycling initiatives set up by the Local Council and non-profit organisations, including:

- Bike Week (www.bikeweek.org.uk), the biggest nationwide cycling event in the UK which usually takes place in June each year;
- Bike 2 Work (www.bike2workscheme.co.uk) enables employees to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel Plan Coordinator will discuss with management the possibility of offering the scheme to employees;
- Signing up for a Santander Cycle business account provides access for employees to Santander hire bikes (https://tfl.gov.uk/modes/cycling/santander-cycles/business-accounts)
- Setting up a Bicycle User Group;
- Camden Cycle Skills (https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses) teaches cycling skills for all abilities covering a range of topics including off cycling on busy roads and looking after a bike. Available for those living/working in Camden; and
- Camden Council offers a bike loan for those living/ working in the borough which allows you to try out a bicycle before deciding to buy it (https://www.camden.gov.uk/try-a-bicycle-for-4-weeks).

Cycling Strategy 2: Cycling Infrastructure

6.11 For office use, there will be 110 spaces will be available in the form of two-tier cycle parking and 6 in the of Sheffield stands. The use of the secure area to provide some visitor cycle parking will cater for those guests to the building that may cycle to attend a meeting and therefore have a requirement to store their cycle for a longer visit, e.g. an hour or more.

6.12 Shower and changing facilities will be provided for employees which will encourage active travel to and from work.

6.13 Use of cycle parking will be actively monitored through this Travel Plan by the TPC and if there are any concerns regarding the condition of the cycle parking, notification will be given to the landlord.

6.14 The Travel Plan Co-ordinator will explore the option of the reception desk keeping some basic spares such as a bicycle pump, spanners and puncture repair kits.

Measures to Encourage Public Transport Use

Public Transport Strategy 1: Promoting Public Transport

6.15 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.

6.16 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to staff. National Rail and TfL Journey Planner and Traveline websites and enquiry phone numbers will also be promoted through all relevant means.

6.17 The Travel Plan Coordinator will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from the site.

Measures for People with Disabilities

Disabled Persons Strategy 1: Journey Planning

6.18 The Travel Plan Coordinator will provide advice regarding accessible public transport if requested. They will discuss them the most appropriate routes to bus stops, rail and London Underground stations.

Disabled Persons Strategy 2: Initiatives / Design Features / Measures

6.19 Wheelchair accessible lifts, toilets, showers and access to all floors will be provided.

6.20 The TPC, through dialogue with LBC (if necessary / appropriate), will seek to ensure that routes to and from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically provision should include:

- Dropped kerbs to contain tactile paving of the appropriate colour and to be flush with the carriageway; and
- Rotating cones on signalised pedestrian crossings.

Measures to Manage Car Travel

Car Travel Strategy 1: Encourage Car Clubs

6.21 Car clubs enable employees to have access to a car without the need to own one or pay for maintenance and running costs. The TPC, through the Welcome Pack, will promote the

benefits of belonging to a Car Club. Car Clubs offer economic (no tax, MOT, fuel, servicing, repairs, depreciation and parking costs) and environmental benefits (fewer private vehicles in London) over owning and running a car.

6.22 The closest car club vehicles to the site are located along Grays Inn Road, 210m north of the site and are operated by Enterprise Car Club/Zipcar.

Car Travel Strategy 2: Taxis

6.23 Taxis have an important role in providing for employees and visitors when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on site.

Reducing the Need to Travel

6.24 The tenants of the employment floor space will consider what, if any, company policies exist that promote the use of sustainable transport. For example:

- The availability of interest free loans to purchase bicycles or season ticket loans;
- The availability of Cycle Scheme (Bike 2 Work) for employees (tax efficient cycle purchase);
- Local recruitment strategy and incentives for employees to relocate closer to work;
- Adoption of 'smart' working practices (teleconferencing, audioconferencing, hot desking);
- Flexible working hours or work from home options (where appropriate); and
- Employees may also be discouraged from receiving personal deliveries to the workplace, instead encouraged to use a locker-based system.

Measures to Manage Deliveries and Servicing

Delivery Strategy 1: Delivery and Servicing Plan

6.25 A Delivery and Servicing Plan (DSP) will be implemented at the development to enable the impact of servicing to be minimised. The key aims and objectives of the DSP are:

- To minimise disruption to the local roads;
- To ensure that the delivery areas are effectively managed to ensure safe access and egress;
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have detrimental impact on the local highway network;
- To manage the number/volume of service vehicle movements during the AM and PM peak periods; and
- On-site loading opportunities to remove reliance on the public highway.

7 MONITORING AND REVIEW

7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring and Reporting

7.2 All monitoring will follow up to date TfL best practice guidance and will be the responsibility of the TPC.

7.3 The monitoring programme begins with the initial Year 0 travel survey which shall occur once 75% of the floor space is occupied and or 3 months following first occupation whichever comes soonest. The Travel Plan will be monitored for 5 years. Additional travel surveys will take place at years 1, 3 and 5 to monitor progress towards the interim and final targets.

7.4 An example Travel Plan survey is contained in **Appendix D**.

7.5 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:

- The level of usage of the long stay cycle parking;
- Demand for additional cycle parking facilities; and
- Comments received from staff relating to the operation and implications of the Travel Plan.

7.6 The TPC will update the Travel Plan to include the results of travel surveys and to review progress towards meeting the targets.

Remedial Measures

7.7 In the event that the Travel Plan has not met its objectives / targets in any respect, then the Travel Plan Coordinator with the support of the facilities management shall consider appropriate remedial measures.

7.8 The remedial measures might include:

- A review of the amount of time spent by the Travel Plan Coordinator implementing the Travel Plan, if the allotted time is not sufficient then more time will be allocated to the Travel Plan Coordinator role to ensure each initiative is put in place. This review will take place within 6 months and again at 12 months;

- A review of the utilisation of cycle parking spaces will take place as part of the monitoring process. Following review during the summer months or following 6 months of occupation, whichever comes first, if additional cycle spaces are required, then they will be provided if possible; and

- Following the results of the Interim Travel Surveys (year 1 & 3), should targets not be met then the Travel Plan Coordinator will work with the Applicant to implement further promotion of certain initiatives as appropriate. The aim will be to ensure the uptake of certain measures i.e. encouraging 10,000 steps a day, car club use and cycle proficiency training.

8 ACTION PLAN

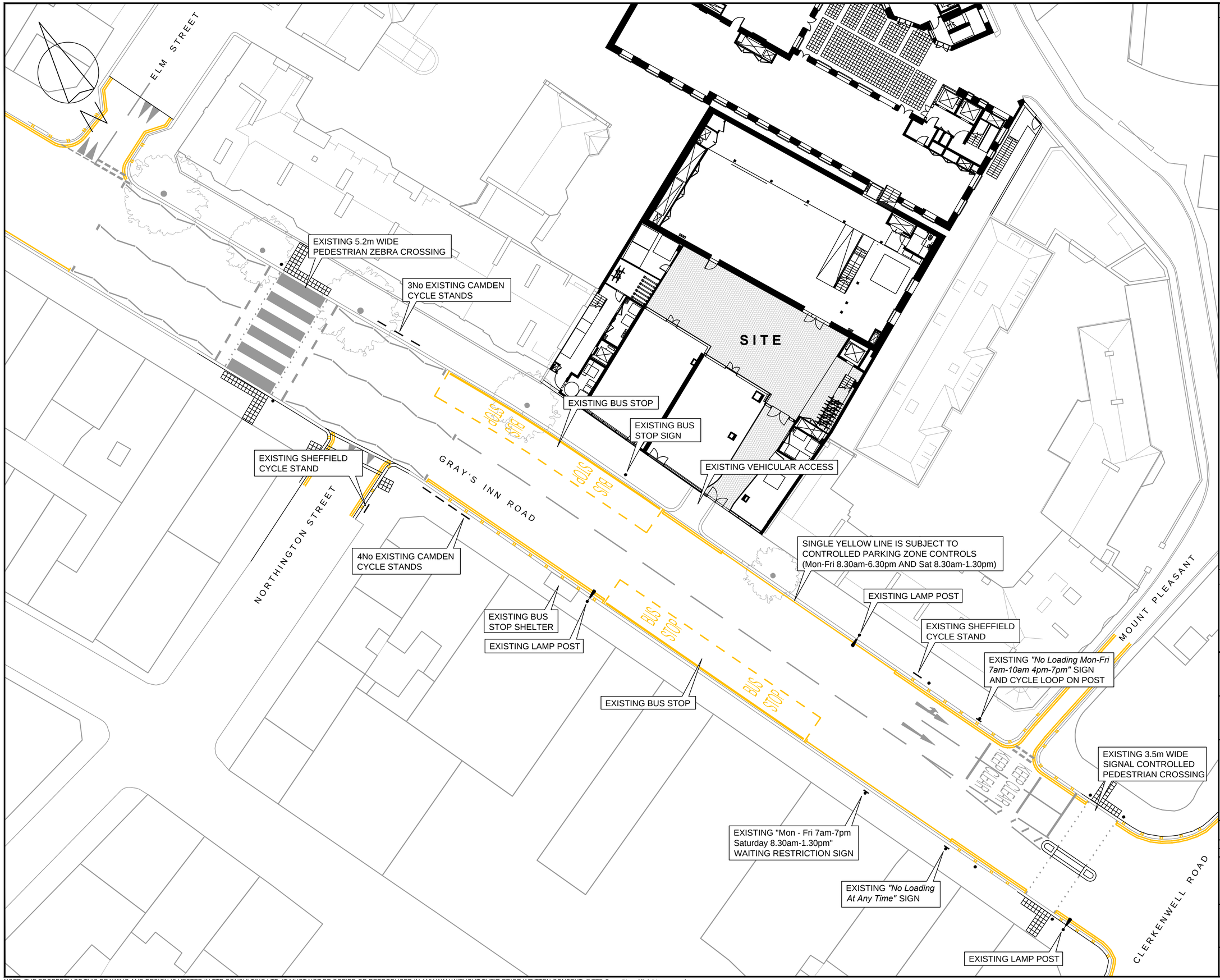
8.1 The Travel Plan Action Plan outlined in **Table 8.1** below. The Action Plan will be revised every year following each Annual Travel Plan Review.

Table 8.1 – Travel Plan Action Plan

Action	Target	Measure	Responsibility
Production of Travel Plan	Completed Travel Plan	Travel Plan	Applicant and appointed consultant (TTP Consulting)
Appointment of Workplace Travel Plan Coordinator and hand over of Travel Plan from Developer to TPC	Prior to first occupation	Appointment of Travel Plan Coordinator	Facilities management
Launch of Travel Plan	Within 1 month of occupation	-	Travel Plan Coordinator
Provision of cycle parking	Prior to first occupation	On completion of the development	Applicant
Production of digital Travel Pack	Given to all new staff upon occupation	Completed Travel Pack	TPC
Implementation of Measures	Such as promotion of bike to work and walk to work schemes	Ongoing implementation	TPC
Baseline Travel Survey	Given to each member of staff once 75% of the floor space is occupied or after 3 months following first occupation, whichever comes soonest	Receipt of survey results	TPC
Interim and Final Surveys	Travel surveys will take place one, three and five years after the baseline travel survey	Receipt of survey results	TPC
Travel Plan Updates	To take place immediately following Travel Surveys in years 0, 1, 3 and 5	Receipt of survey results	TPC

Appendix A

(Exisitng Highway Arrangement)



Rev	Details	Drawn	Checked	Date
A	Note added.	DW	EC	02.07.2018
B	Proposed site layout added.	DW	EC	13.05.2019
C	Layout updated.	DW	SD	09.08.2019
D	Layout updated.	DW	SD	16.08.2019

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.
4. The internal layout has been provided by Veretec (No. 21835-BZZ-LGF-07-100_A).

Client

Project
Panther House,
Mount Pleasant

Drawing Title
Gray's Inn Road Existing
Highway Arrangements

Scale	1:250	Size	A2
Drawn	DW		11.05.2018
Checked	EC		11.05.2018

ttp consulting
transport planning specialists
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2015-2367-003	D

2015-2367-003_D - GRAY'S INN ROAD EXISTING HIGHWAY ARRANGEMENTS.DWG

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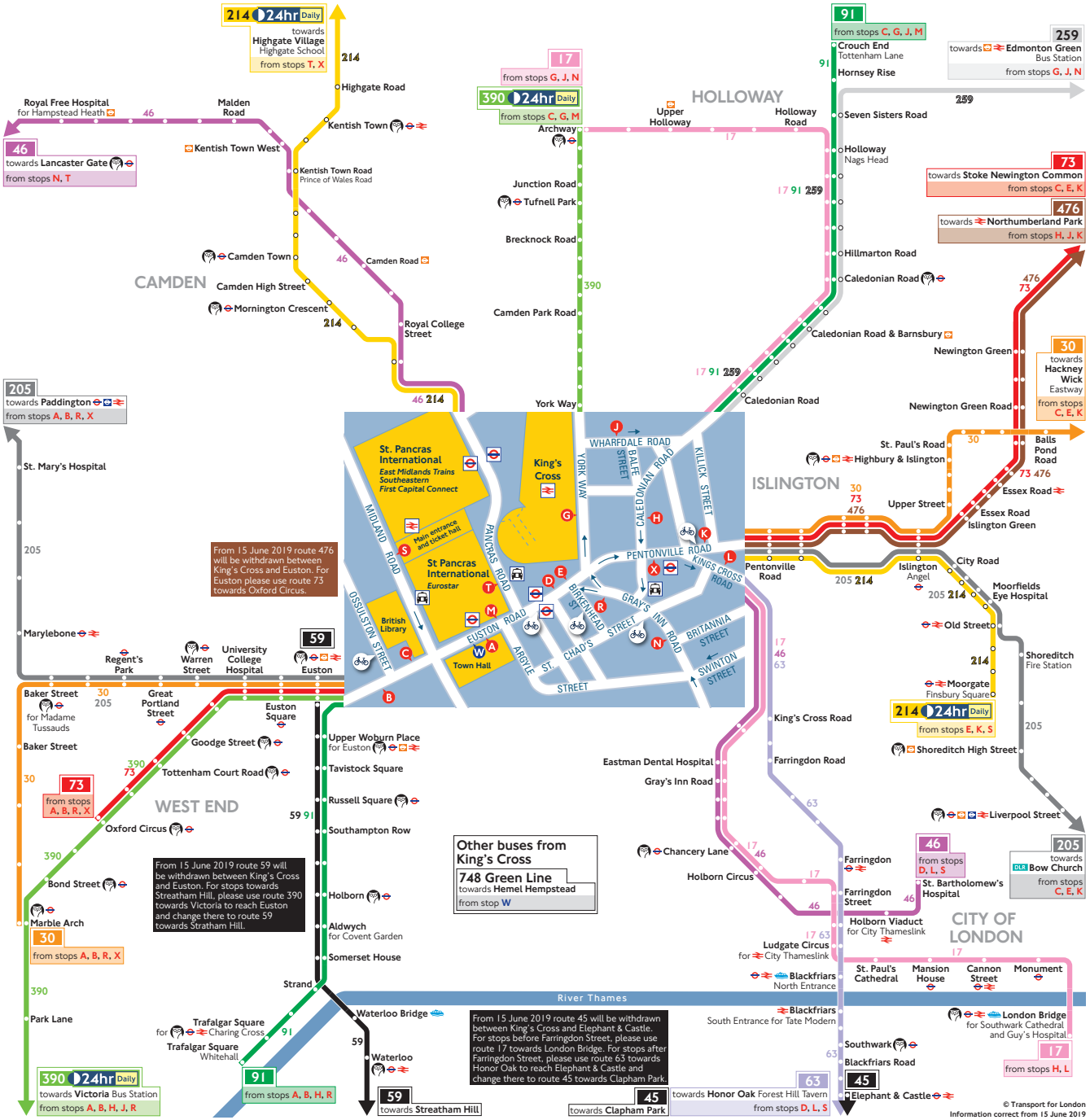
Appendix B

(Tfl Bus Map)

Buses from King's Cross



How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

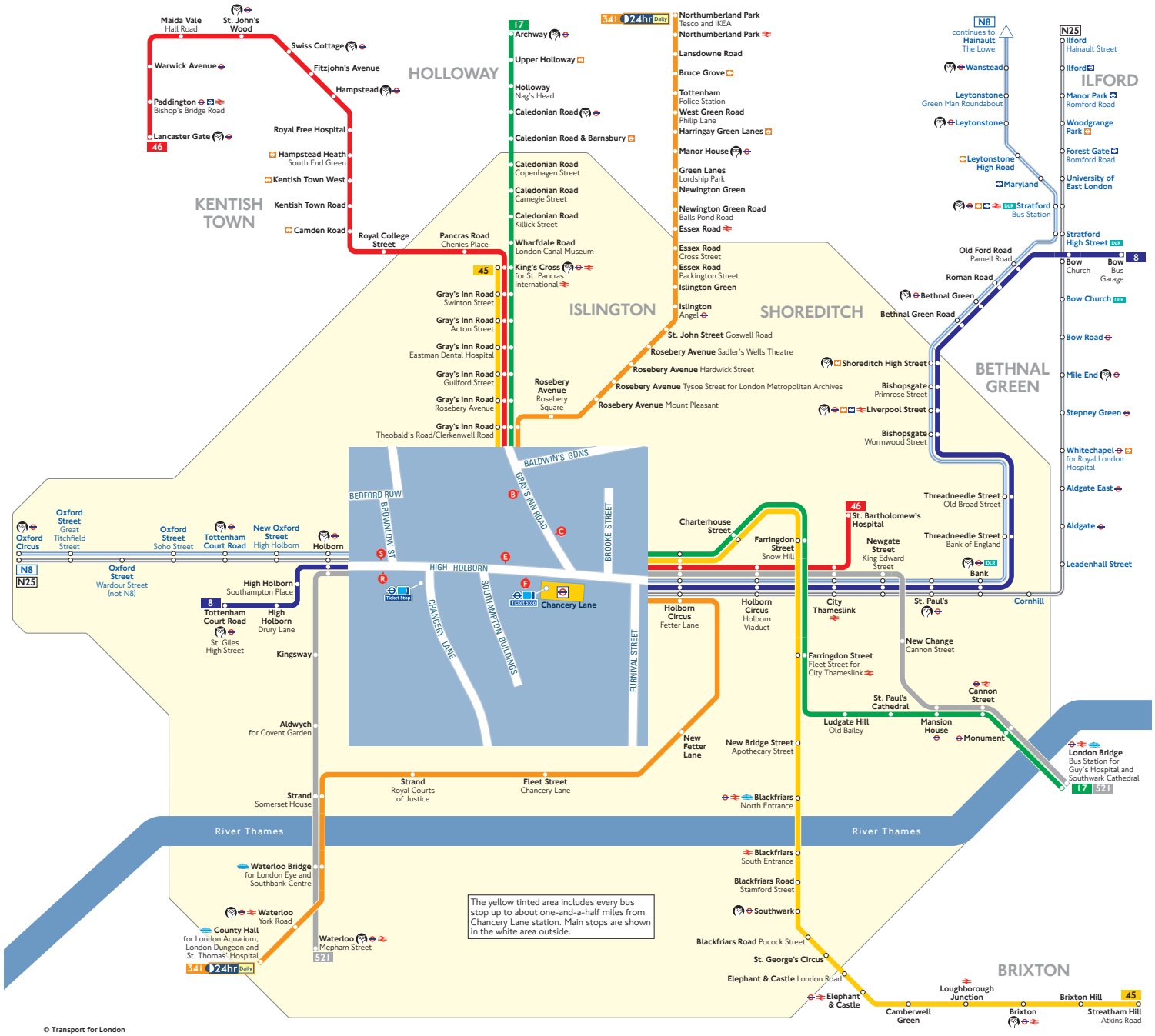
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1075.03.19 (P)

Buses from Chancery Lane Station



© Transport for London
Information correct from 1 December 2018

Route finder

Bus route	Towards	Bus stops
8	Bow	E S
	Tottenham Court Road	F R
17	Archway	B
	London Bridge	C
45	Kings Cross	B
	Streatham Hill	C
46	Lancaster Gate	B
	St. Bartholomew's Hospital	C
341 24hr Daily	County Hall	C
	Northumberland Park	B
521	London Bridge ■	E S
	Waterloo ■	F R

Night buses

Bus route	Towards	Bus stops
N8	Hainault	E S
	Oxford Circus	F R
N25	Ilford	E S
	Oxford Circus	F R

Key

8	Day buses in black
N8	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with river boats
	Tube/London Overground station with 24-hour service Friday and Saturday nights
■	Mondays to Fridays only

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

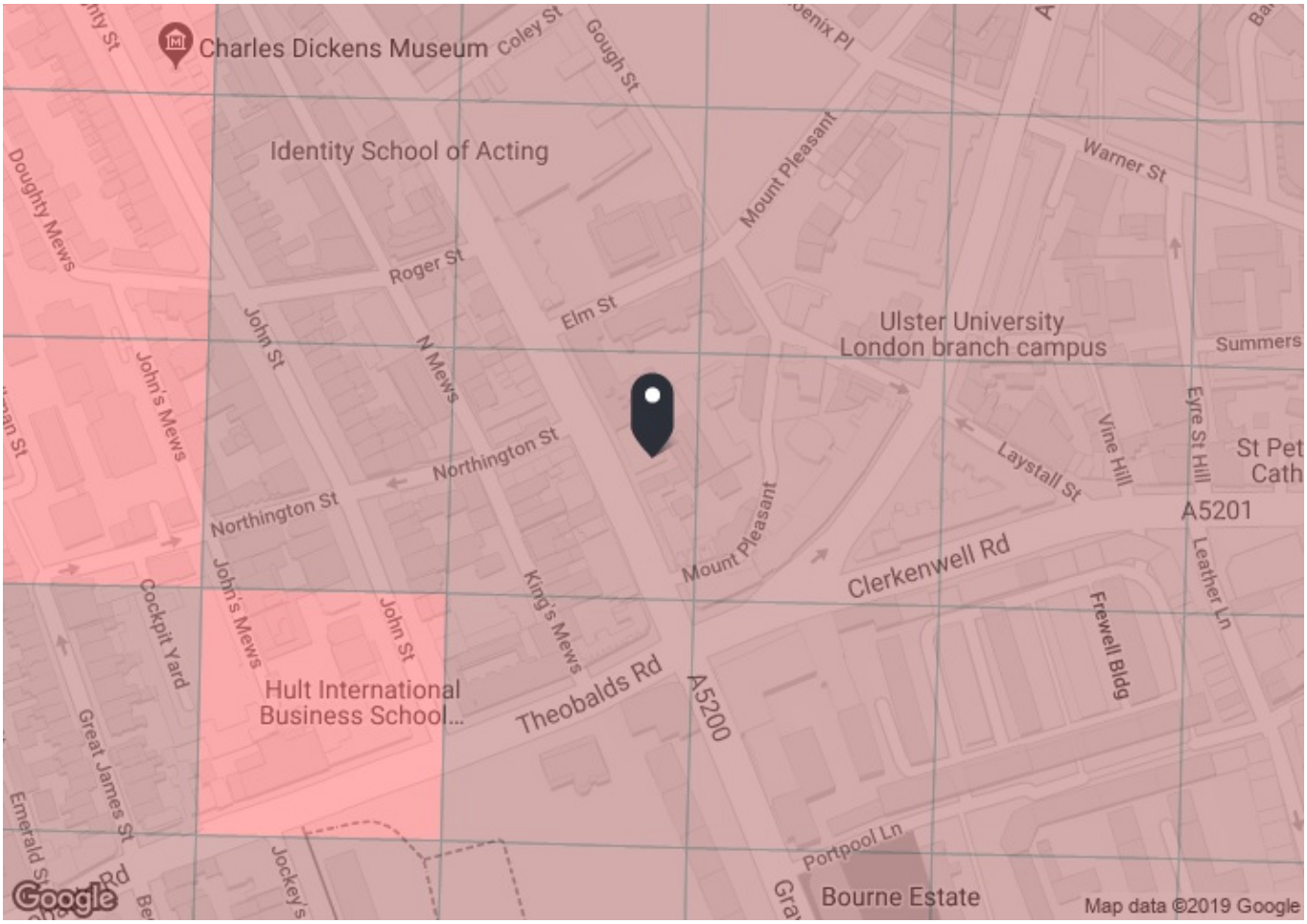
If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 735.09.18 (P)

Appendix C

(PTAL Report)

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

160 Grays Inn Rd, Holborn, London WC1X 8ED, UK
Easting: 530979, Northing: 182051

Grid Cell: 88392

Report generated: 18/06/2019

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN HALL	341	158.54	6	1.98	7	8.98	3.34	0.5	1.67
Bus	GRAYS INN RD CL'WELL RD	46	30.93	6	0.39	7	7.39	4.06	0.5	2.03
Bus	GRAYS INN RD CL'WELL RD	17	30.93	7.5	0.39	6	6.39	4.7	1	4.7
Bus	GRAYS INN RD CL'WELL RD	45	30.93	7	0.39	6.29	6.67	4.5	0.5	2.25
Bus	HOLBORN HALL	243	163.82	11	2.05	4.73	6.78	4.43	0.5	2.21
Bus	HOLBORN HALL	38	163.82	10	2.05	5	7.05	4.26	0.5	2.13
Bus	HOLBORN HALL	19	163.82	8	2.05	5.75	7.8	3.85	0.5	1.92
Bus	HOLBORN HALL	55	163.82	10	2.05	5	7.05	4.26	0.5	2.13
Bus	CHANCERY LANE STATION	8	553.39	10	6.92	5	11.92	2.52	0.5	1.26
Bus	CHANCERY LANE STATION	521	553.39	27	6.92	3.11	10.03	2.99	0.5	1.5
Bus	CHANCERY LANE STATION	242	553.39	6.5	6.92	6.62	13.53	2.22	0.5	1.11
Bus	CHANCERY LANE STATION	25	553.39	8	6.92	5.75	12.67	2.37	0.5	1.18
Bus	MOUNT PLEASANT	63	443.13	12	5.54	4.5	10.04	2.99	0.5	1.49
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 1E62'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BROMLYS 1E83'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-ORPNGTN 1L60'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1O13'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-KENTHOS 1S85'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T11'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
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Rail	Farringdon Turnmill	'SUTTON-LUTON 2O10'	731.56	1	9.14	30.75	39.89	0.75	0.5	0.38
Rail	Farringdon Turnmill	'LUTON-SUTTON 2O17'	731.56	0.67	9.14	45.53	54.67	0.55	0.5	0.27
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O21'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
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Rail	Farringdon Turnmill	'SUTTON-KNTSHTN 2V20'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
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Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E63'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15

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Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Farringdon Turnmill	'RCHT-BEDFDM 1E67'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-BEDFDM 1E69'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BROMLYS-BEDFDM 1E82'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BCKNHMJ-BEDFDM 1G65'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'KENTHOS-BEDFDM 1G71'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'ORPNGTN-STALBCY 2D93'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'ORPNGTN-LUTON 2D95'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-STALBCY 2E59'	731.56	0.67	9.14	45.53	54.67	0.55	0.5	0.27
Rail	Farringdon Turnmill	'SVNOAKS-LUTON 2E61'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-WHMPSTM 2E63'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-KNTSHTN 2E65'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-KNTSHTN 2E67'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BROMLYS-LUTON 2E93'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'ORPNGTN-LUTON 2L59'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'ORPNGTN-KNTSHTN 2L65'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-ELPHNAC 1J87'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-ELPHNAC 1J88'	731.56	0.33	9.14	91.66	100.8	0.3	0.5	0.15
LUL	Farringdon Turnmill	'Hammersmith-Edgware'	731.56	6	9.14	5.75	14.89	2.01	0.5	1.01
LUL	Farringdon Turnmill	'Barking-Hammersmith'	731.56	6.34	9.14	5.48	14.63	2.05	0.5	1.03
LUL	Farringdon Turnmill	'Hammersmith-Plaistow'	731.56	1	9.14	30.75	39.89	0.75	0.5	0.38
LUL	Farringdon Turnmill	'Aldgate-AmerFast'	731.56	1	9.14	30.75	39.89	0.75	0.5	0.38
LUL	Farringdon Turnmill	'Ches-AldgateFast'	731.56	2	9.14	15.75	24.89	1.21	0.5	0.6
LUL	Farringdon Turnmill	'Uxbridge-AldSlow'	731.56	5.33	9.14	6.38	15.52	1.93	0.5	0.97
LUL	Farringdon Turnmill	'Watford-AldSfast'	731.56	3.67	9.14	8.92	18.07	1.66	0.5	0.83
LUL	Farringdon Turnmill	'Aldg-WatfordSlow'	731.56	3.67	9.14	8.92	18.07	1.66	0.5	0.83
LUL	Farringdon Turnmill	'Ald-HarrowHill'	731.56	1.33	9.14	23.31	32.45	0.92	0.5	0.46
LUL	Chancery Lane	'Epping-Ealing'	515.19	3	6.44	10.75	17.19	1.75	0.5	0.87
LUL	Chancery Lane	'WRuislip-Epping'	515.19	3	6.44	10.75	17.19	1.75	0.5	0.87
LUL	Chancery Lane	'RuislipGar-Epping'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'WhiteCity-Epping'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Epping-NActon'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'Debden-WRuislip'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'RuislipGdns-Debden'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'NActon-Loughton'	515.19	0.67	6.44	45.53	51.97	0.58	0.5	0.29
LUL	Chancery Lane	'WhiteCity-Loughton'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Loughton-Northolt'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'Ealing-NewburyPark'	515.19	0.67	6.44	45.53	51.97	0.58	0.5	0.29
LUL	Chancery Lane	'WRuislip-NewburyPark'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	515.19	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing'	515.19	5.33	6.44	6.38	12.82	2.34	1	2.34
LUL	Chancery Lane	'Hainault-Nacton'	515.19	1.33	6.44	23.31	29.75	1.01	0.5	0.5
LUL	Chancery Lane	'Hainault-WRuislip'	515.19	3.33	6.44	9.76	16.2	1.85	0.5	0.93
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	515.19	0.67	6.44	45.53	51.97	0.58	0.5	0.29
LUL	Chancery Lane	'WhiteCity-Hainault'	515.19	1.67	6.44	18.71	25.15	1.19	0.5	0.6
LUL	Chancery Lane	'Hainault-NP-Northolt'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'GrangeHill-WD-Eal'	515.19	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	515.19	0.67	6.44	45.53	51.97	0.58	0.5	0.29
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	515.19	0.67	6.44	45.53	51.97	0.58	0.5	0.29
LUL	Russel Square	'Cockfosters-LHRT4LT'	941.14	4.67	11.76	7.17	18.94	1.58	0.5	0.79
LUL	Russel Square	'Oakwood-RayLane'	941.14	0.33	11.76	91.66	103.42	0.29	0.5	0.15
LUL	Russel Square	'LHRT5-Cockfosters'	941.14	6	11.76	5.75	17.51	1.71	0.5	0.86
LUL	Holborn	'Northolt-Epping'	917.78	0.67	11.47	45.53	57	0.53	0.5	0.26
LUL	Holborn	'RuislipGdns-Loughton'	917.78	0.67	11.47	45.53	57	0.53	0.5	0.26
LUL	Holborn	'RayLane-Cockfosters'	917.78	3.67	11.47	8.92	20.4	1.47	0.5	0.74

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Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'LHRT4LT-ArnosGrove'	917.78	4.67	11.47	7.17	18.65	1.61	0.5	0.8
LUL	Holborn	'ArnosGrove-RayLane'	917.78	0.33	11.47	91.66	103.13	0.29	0.5	0.15
LUL	Holborn	'ArnosGrove-Nthfields'	917.78	3	11.47	10.75	22.22	1.35	0.5	0.67
LUL	Holborn	'Nthfields-Cockfoster'	917.78	1	11.47	30.75	42.22	0.71	0.5	0.36
LUL	Holborn	'Uxbridge-Cockfosters'	917.78	3.67	11.47	8.92	20.4	1.47	0.5	0.74
LUL	Holborn	'Ruislip-Cockfosters'	917.78	2.33	11.47	13.63	25.1	1.2	0.5	0.6
LUL	Holborn	'ArnosGrove-Uxbridge'	917.78	1	11.47	30.75	42.22	0.71	0.5	0.36
LUL	Holborn	'Oakwood-Uxbridge'	917.78	0.33	11.47	91.66	103.13	0.29	0.5	0.15
LUL	Holborn	'Oakwood-Ruislip'	917.78	0.33	11.47	91.66	103.13	0.29	0.5	0.15
									Total Grid Cell AI:	**61.63**

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Appendix D

(Example Travel Survey Questionnaire)

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Please put your completed questionnaire in the box in the reception area. Thank you in advance for your help.

1. What is your home postcode? _____

2. What time do you normally arrive at work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

3. What time do you normally leave work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

4. On average, how long does your journey take?

0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04) ☐

61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐

5. Approximately how far is your journey?

0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ 2 – 5 miles (03) ☐ >5 miles (04) ☐

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) ☐ Car share - driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

7. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) ☐ Car share -driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

8. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) ☐ Better pedestrian / cycle routes (02) ☐

A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04) ☐

A safer walking / cycling environment (05) ☐ Cycle training (06) ☐

Better information on alternatives (07) ☐ Nothing (08) ☐

9. In what age category do you fall?

Under 25 (01) ☐ 26 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04) ☐