

## **TRAVEL PLAN**

### *CHARLES DARWIN HOUSE*

PREPARED FOR:  
THE KING'S COLLEGE OF OUR LADY OF ETON BESIDE WINDSOR  
OTHERWISE KNOWN AS ETON COLLEGE.

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## 1. INTRODUCTION

- 1.1 Simpson Associates have been commissioned by The King's College Of Our Lady Of Eton Beside Windsor Otherwise Known As Eton College to provide a Travel Plan for a proposed office extension.
- 1.2 The proposed extension has not yet proceeded through planning and as such a contractor has not been appointed. Some matters, therefore will remain pending and it is expected these will be conditioned as part of the approval for the site.
- 1.3 A Travel Plan is a '*strategy for managing multi-modal access to a site of development, focusing on promoting access by sustainable modes*' (DfT). The objective of both national and local policy is to reduce the number of single occupancy vehicles for travel. In order to achieve this, incentives and encouragement can be applied, and can be achieved through the adoption and delivery of a Travel Plan.
- 1.4 Prior to full operation of the proposed development, this Travel Plan will be submitted to LB Camden for their approval.
- 1.5 This travel plan includes the following key sections:
- A review of relevant policy;
  - An outline of the existing conditions at the site;
  - A review of the development proposals;
  - An outline of the objectives and targets for the site;
  - Sustainable travel proposals;
  - A guide for future monitoring and review.
- 1.6 A Travel Plan Implementation Strategy Table is also attached to the report. This attributes suggested responsibilities and timescales to the proposed Travel Plan measures.

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## 2. POLICY CONTEXT

### National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was originally published in March 2012. It sets out the Government's planning policies for England and how they are expected to be applied. It replaced PPG13 amongst other guidance and provides the single national transport planning policy. At the heart of the NPPF is a presumption in favour of sustainable development.

### Revised National Planning Policy Framework

- 2.2 The NPPF was revised on the 24 July 2018. With regards to transport, the principles remain predominantly the same as the previous issue of the NPPF.
- 2.3 A further minor revision to the NPPF was implemented on the 19 February 2019, regarding habitat regulation and deliverable sites.
- 2.4 Paragraph 102 states that:

*Transport issues 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.*

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2.5 Paragraph 110 recommends that applications for development should:

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

### **Camden Planning Guidance: Transport**

2.6 The Camden Planning Guidance (CPG) was revised and adopted on the 18<sup>th</sup> March 2019.

2.7 The Transport CPG states that:

*Travel Plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution.*

*The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development.*

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### 3. EXISTING CONDITIONS

- 3.1 Charles Darwin House is located on Roger Street in Camden, London; to the north of Theobald's Road and to the east of Russel Square London Underground Station. The site is bounded to the north by Roger Street, to the east by North Mews, to the south by residential apartments and to the west by the back gardens of residential dwellings.
- 3.2 The building currently provides office space over five floors. There is a courtyard in place on the northern edge of the site footprint.
- 3.3 Roger Street continues as a one-way street in an easterly direction and links with the A5200 Grays Inn Road, which is managed by LB Camden.
- 3.4 The nearest section of the TLRN, the A201 Farringdon Road, is located approximately 400m to the east of the development site.
- 3.5 Calthorpe Street and Mount Pleasant provide links to the east and the B502 Guildford Street provides links to the west.
- 3.6 There is a network of pedestrian routes continuing through the area, connecting the larger corridors.
- 3.7 Roger Street has high quality, street-lit footway in place along the frontage of the site, connecting to the wider footway network. There is a tabled junction in place to the west, where Roger Street meets Doughty Street/John Street, providing additional pedestrian amenity.
- 3.8 There is also an at-grade crossing at the eastern extent of Roger Street, providing amenity for pedestrians emerging from Roger Street and those continuing along the A5200 Grays Inn Road.
- 3.9 Charles Darwin House has a PTAL score of 6b, the highest score possible, and is therefore considered to be in a highly accessible location.
- 3.10 An average of 65.5 buses per hour stop within 400m of the site.
- 3.11 The majority of residents of Central London can access the offices within 30 minutes and those as far afield as Edgware & Wimbledon can access the site within an hour.

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- 3.12 The nearest Santander Cycles docking station is located approximately 120m south of the development site, on Northington Street. Cycleway 6 (C6) continues north-south along Phoenix Place, to the east of the site.
- 3.13 The nearest London Underground station is Chancery Lane, located approximately 630m south of the site. Chancery Lane LUL Station is situated on the Central Line and provides opportunity for interchange with the Northern, Piccadilly, District and Circle Lines in close proximity.

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#### **4. SITE PROPOSALS**

- 4.1 The development proposals comprise the refurbishment of the internal space, predominantly for aesthetic & marketing purposes, a single-storey extension providing 99sqm of office space and enhanced cycle parking facilities in the yard space.
- 4.2 The extension is achieved by moving plant from the existing roof of the single-storey building to the roof of the main building and adding an additional storey to the low-rise structure.
- 4.3 The cycle store will allow for the parking of 22 bicycles under cover, with locking points and a dedicated door to the store, in line with adopted London Plan Guidance.
- 4.4 A new shower facility will be installed and will be accessible from the reception area & courtyard, further enhancing amenity for those travelling by cycle.
- 4.5 Although the gate to the courtyard will be upgraded, the servicing arrangements will remain the same, with refuse being collected from the courtyard access.

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## 5. OBJECTIVES & TARGETS

- 5.1 The site proposals present the opportunity to improve further on the modal split for the site.
- 5.2 Successful Travel Plans include 'SMART' targets, which are Specific, Measurable, Achievable, Relevant and Timebound.
- 5.3 As demonstrated in the associated Transport Assessment for the development site, the additional extension space will have a minimal impact on peak times, with only three additional trips in each peak period, all of which are expected to be by public transport.
- 5.4 In order to create a building-wide strategy, this Travel Plan considers not just the impact of the extension, but what can be done to improve on sustainable travel across all areas.
- 5.5 The total internal floorspace across all floors of Charles Darwin House will be 1743.5sqm.
- 5.6 Table 5.1 shows the TRICS rate used as part of the Transport Assessment for the site.

*Table 5.1 – TRICS Total People Trip Rate*

<b>Trip Rate (per 100sqm)</b>	<b>Arrivals</b>	<b>Departures</b>	<b>TOTAL</b>
<b>AM Peak (0730-0900)</b>	2.703	0.236	2.939
<b>PM Peak (1630-1800)</b>	0.465	2.661	3.126

- 5.7 Table 5.2 shows the anticipated trip generation across the whole site once the extension is completed.

*Table 5.2 – Peak Hour Whole Site Trip Generation*

<b>Trip Generation (1743.5sqm)</b>	<b>Arrivals</b>	<b>Departures</b>	<b>TOTAL</b>
<b>AM Peak (0730-0900)</b>	47	4	51
<b>PM Peak (1630-1800)</b>	8	47	55

- 5.8 The vehicular trip rates approved as part of the associated Transport Statement have been extrapolated using 2011 Census Method of Travel to Work data, in order to establish a base modal split.

5.9 Census data for Mid-Level Super Output Area (MSOA) for the area E02000192 – Camden 27 has been used.

5.10 Table 5.3 below shows the anticipated base modal split across an average day.

*Table 5.3 – Base Calculated Peak Trip Generation – Pre-Travel Plan*

Mode	% Split	AM Trips	PM Trips
Underground, metro, light rail or tram	39%	20	22
Train	25%	13	13
Bus, minibus or coach	14%	7	8
Taxi	0%	0	0
Motorcycle, scooter or moped	2%	1	1
Driving a car or van	5%	2	3
Passenger in a car or van	0%	0	0
Bicycle	8%	4	4
On foot	7%	4	4
Other method of travel to work	0%	0	0
<b>Total</b>	<b>100%</b>	<b>51</b>	<b>55</b>

5.11 Table 5.3 shows that sites operating similarly to Charles Darwin House in similar locations have a high rate of employee sustainable travel. 78% of employees are expected to travel by public transport and 15% are expected to arrive by cycle or foot.

5.12 It is proposed that all private car trips are eliminated, with the 5% of people travelling by car instead making the most of the revitalised cycle facilities, resulting in a cycling rate of 13%.

5.13 Table 5.4 below outlines the proposed change in modal split percentage and the resulting number of people per mode.

*Table 5.3 – Base Calculated Peak Trip Generation – Post-Travel Plan*

Mode	% Split	AM Trips	PM Trips
Underground, metro, light rail or tram	39%	20	22
Train	25%	13	13
Bus, minibus or coach	14%	7	8
Taxi	0%	0	0
Motorcycle, scooter or moped	2%	1	1
Driving a car or van	0%	0	0
Passenger in a car or van	0%	0	0
Bicycle	13%	6	7
On foot	7%	4	4
Other method of travel to work	0%	0	0
<b>Total</b>	<b>100%</b>	<b>51</b>	<b>55</b>

- 5.14 It is important to note that trips with this profile, from this building are already on the network and would not require mitigation. Given that the site extension proposals are only anticipated to generate three trips in each peak, as demonstrated in the associated Transport Assessment, the Travel Planning objective set out above would virtually mitigate the whole impact, by encouraging commuters across the whole site to switch to cycling.

## 6. SUSTAINABLE TRAVEL PROPOSALS

### Travel Plan Coordinator

- 6.1 A Travel Plan Coordinator (TPC) will be identified to oversee the implementation and on-going management of the plan. The TPC will work closely with LB Camden to ensure the effective implementation of the plan, which will include a regular monitoring process against the agreed targets.
- 6.2 The building management will appoint a Travel Plan Coordinator who will be responsible for the implementation and monitoring of the Travel Plan.
- 6.3 The TPC is responsible of the promotion of the plan through the measures set out below. They have the responsibility to ensure that the plan is distributed widely and reviewed regularly, based on feedback.
- 6.4 Given the location of the development, the TPC will coordinate with surrounding companies & facilities. Coordination of travel planning and the sharing of resources is likely to work in the favour of all local parties.
- 6.5 Further responsibilities of the TPC include:
- Providing sustainable travel information;
  - Acting as a single point of contact for all transport, access and travel related queries;
  - Liaison with the local planning and highway authorities;
  - Liaison with public transport operators;
  - Identifying beneficial arrangements with cycle shops;
  - Organisation of travel surveys;
  - Maintenance of all necessary transport systems, data and paperwork.

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## **Infrastructure**

6.6 As part of the development proposals the following 'hard' measures will be implemented:

- Modern gate to the courtyard;
- Improved outside amenity space;
- Covered, secured cycle parking;
- Showers and changing facilities for staff, accessible from the courtyard;
- Nomination of a Travel Plan Coordinator.

## **Promotion**

6.7 A number of measures aimed at promoting sustainable travel to and from the proposed development will be implemented. Measures for the office include:

- Noticeboards promoting walking, cycling, and public transport; including bus & cycle maps;
- Engagement and promotion of key travel promotion events
- Promotion of cycle discounts generally available;
- Promotion of the health benefits of walking;
- Sustainable travel reward scheme for employees.

6.8 The display and sharing of sustainable travel information will help increase the visibility of alternative modes and act as a soft introduction to sustainable travel. Information packs will be distributed by email to staff as they commence employment.

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## 7. MONITORING & REVIEW

- 7.1 In general accord with the Department for Transport (DfT) Good Practice Guide 'Delivering Travel Plans through the Planning Process', an effective monitoring and review programme forms part of the Travel Plan.
- 7.2 An initial development travel survey will be undertaken a year after the site has opened and will act as the baseline.
- 7.3 Subsequent travel surveys for all modes will be undertaken annually for the 2 years following the first survey; completing 3 years of survey data.
- 7.4 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a constant basis:
- Monitor usage of footways, footpaths and cycle facilities;
  - Monitor bus patronage;
  - Record comments received from staff/tenants relating to the operation and implications of the Travel Plan.
- 7.5 A formalised programme of monitoring, which sets dates of surveys, will be established by the TPC in consultation with LB Camden.

### Review

- 7.6 The Travel Plan will be reviewed annually. The review will be undertaken by the TPC, and the appropriateness and success of travel targets will be reviewed as necessary.
- 7.7 Following the survey period set out above, the Travel Plan will continue to be implemented and updated as necessary.

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