

**Dick Collins Hall,  
Regent's Park Estate  
London Borough of Camden  
Residential Travel Plan**

For  
Lovell

Project No. 13494

July 2020

Campbell Reith Hill LLP  
Raven House  
29 Linkfield Lane  
Redhill  
Surrey RH1 1SS

T: +44 (0)1737 784500  
E: [surrey@campbellreith.com](mailto:surrey@campbellreith.com)  
W: [www.campbellreith.com](http://www.campbellreith.com)

## Document History and Status

Revision	Date	Purpose / Status	Author	Check	Review
P1	June 2020	Information	NM	CDS	AGP
P2	June 2020	Information	NM	CDS	AGP
P3	July 2020	Information	NM	CDS	AGP
P4	July 2020	Information	NM	CDS	AGP

This document has been prepared in accordance with the scope of Campbell Reith Hill LLP's (CampbellReith) appointment with its client and is subject to the terms of the appointment. It is addressed to and for the sole use and reliance of CampbellReith's client. CampbellReith accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of Campbell Reith Hill LLP. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Campbell Reith Hill LLP 2020

## Document Details

Last Saved	09/07/2020 14:40
Path	13494-CRH-ZZ-XX-RP-D-0001_TP-P4.docx
Author	NM
Project Partner	AGP
Project Number	13494
Project Name	Dick Collins Hall

## Contents

1.0	Introduction .....	2
2.0	Site Audit Report .....	4
3.0	Objectives and Targets.....	6
4.0	Measures.....	9
5.0	Management and Marketing Strategy .....	12
6.0	Monitoring and Reporting .....	14
7.0	Action Plan .....	15

## Appendices

- Appendix 1: Figures and drawings
- Appendix 2: Public Transport Information
- Appendix 3: Residents' Travel Survey

## 1.0 INTRODUCTION

- 1.1. Dick Collins Hall comprises 13 residential units located at the north-west edge of the Regent's Park Estate. This document provides an overview of the current situation and transport arrangements in the vicinity of the development. Following the principles of sustainable development, the implementation of a Residential Travel Plan will seek to influence the travel choices of residents of the new housing on the Dick Collins Hall site. This document sets out the principles and range of measures for the Residential Travel Plan.
- 1.2. A Travel Plan is a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys.
- 1.3. Travel Plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. A well-developed Travel Plan can mitigate adverse travel impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at a local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine and potentially reduces the need for travel by other modes of transport such as by private vehicle or buses, trains and the Underground.
- 1.4. A Travel Plan is consistent with the aims of local and national planning policies. The National Planning Policy Framework aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and give people the choice about how they travel. The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London and the Mayor's Transport Strategy sets out plans to transform London's streets by improving public transport and encouraging more people to walk and cycle.
- 1.5. Locally, the Camden Transport Strategy 2019-2041 sets out how the council will improve the way people are able to move around Camden to ensure that travel becomes healthier, safer and more affordable. The vision is:  
  
*"To work alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's needs and those of London as a growing capital city."*
- 1.6. The Camden Transport Strategy Action Plan sets high-level outcomes and interim targets including an increase in sustainable transport mode share by Camden residents from 85% (2017) to 93% (2041), including quadrupling cycle mode share by Camden residents, from 3.6% (2017) to 15% (2041) with half of all residents' trips to be made on foot by 2041.
- 1.7. Objective 1 of the Camden Transport Strategy 2019-2041 is "To transform our streets and places to enable an increase in walking and cycling". Policy 1a states:  
  
*"The Council will use a road user hierarchy to inform all relevant decisions: walking, cycling and public transport will be prioritised above private vehicles use..."*

1.8. Policy 1b states:

*"The Council will remove barriers to walking and cycling, ensuring that every transport, placeshaping and other relevant schemes improve conditions for pedestrians and cycling, to create high quality environments that enable modal shift and increase active, healthy travel."*

1.9. This Travel Plan aims to:

- ♦ Reduce the impacts of travel to and from the development
- ♦ Increase residents' awareness of the advantages and potential for travel by environmentally-friendly modes
- ♦ Reduce car ownership
- ♦ Have no adverse effect on local parking in the streets within and surrounding the estate

1.10. To achieve the potential benefits, a Residential Travel Plan requires:

- ♦ The committed support of the Developer/Building Owner and residents
- ♦ The addressing of residents' needs for access to a full range of facilities
- ♦ Combining physical measures of site design and new facilities with the behavioural measures for marketing, promotion and awareness raising among residents
- ♦ A designated Travel Plan Coordinator appointed for the site who will be responsible for the development, implementation and day-to-day running of the plan

## 2.0 SITE AUDIT REPORT

### Site Location

- 2.1. The Dick Collins Hall site is located on the north-west edge of the Regent's Park Estate. It is bound to the north and east by Redhill Street. The Rothay Building residential complex is located to the west and to the south of the site. The site layout of the development is shown in the drawings found at Appendix 1 to this report.

### Local Road Network

- 2.2. The site is served by an established road network. Redhill Street forms part of the 20mph zone on the Regent's Park Estate. The site can be accessed from Albany Street to the west via the section of Redhill Street along the northern boundary of the site, and from Cumberland Market to the south via the section of Redhill Street that runs along the site's eastern boundary. There are on-street permit parking bays on Redhill Street.
- 2.3. Albany Street runs north towards Camden Town and Primrose Hill, and south to Great Portland Street. Albany Street is also subject to a 20mph speed limit and is a Controlled Zone on Monday-Friday 08:30-18:30. Outer Circle runs parallel to Albany Street to the west and forms the eastern boundary of Regent's Park.

### Pedestrian and Cycle Facilities

- 2.4. The current network of footways in the locality provides a reasonable footway network to all local services, facilities and public transport nodes in and around the site.
- 2.5. The nearest existing Santander Cycles docking stations are Albany Street, The Regent's Park with a capacity of 26 bikes and Hampstead Road (Cartmel), Euston with a capacity of 14 bikes. The Hampstead Road docking station is on cycle route S2.

### Public Transport

- 2.6. There are bus stops within walking distance of the site. The nearest bus stop is located on Albany Street, a couple of minutes' walk from the site. This is served by routes 88. The bus stops serving both directions have a shelter, seating, timetables and maps. Footway widths in the vicinity of the bus stops are wide enough so that pedestrians can navigate the footway while passengers are waiting at the bus stops.
- 2.7. Route 88 operates between Kentish Town and Clapham via Oxford Circus and Trafalgar Square. The timetable for Route 88 is appended to this report at Appendix 2 and the frequency of service is summarised in Table 2.1.

Table 2.1: Local bus services

Service Number	Route	Service Interval					
		Monday - Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
88	Kentish Town - Clapham	6-10 mins	9-12 mins	6-10 mins	10-12 mins	10-13 mins	10-13 mins

- 2.8. Both Great Portland Street and Regent's Park Underground stations are located to the south of the site, around 900m (12 minutes' walk) from the site. Great Portland Street station is served by the Circle, Hammersmith & City and Metropolitan lines. Regent's Park station is served by the Bakerloo line.
- 2.9. Mornington Crescent Underground station is around 1km (12 minutes' walk) to the north-east of the site. This station is served by the Northern line. Euston station can also be reached on foot and is around 1.1km (14 minutes' walk) to the south-east of the site.
- 2.10. The site has a Public Transport Accessibility Level of 5 based on the bus and rail service frequencies contained within WebCAT.



### 3.0 OBJECTIVES AND TARGETS

#### Travel Plan Objective

3.1. The overall objective of the Travel Plan is:

*"To create a more sustainable environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car".*

3.2. This will be achieved by:

- ◆ Understanding the likely travel patterns for residents of the development
- ◆ Promoting and improving awareness of the travel plan process
- ◆ Adopting a package of measures which focus on promoting access by sustainable modes of transport
- ◆ Promoting active travel and reducing reliance on public transport, in accordance with Camden Transport Strategy 2019-2041 policies 1a and 1b
- ◆ Promoting active living and health benefits due to improved air quality and the potential reduction in road casualties
- ◆ Continually developing, implementing and monitoring the progress of the strategy

#### Existing Travel Patterns Census Information

3.3. Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layers 'Camden 023C', as shown in Figure 3.1.

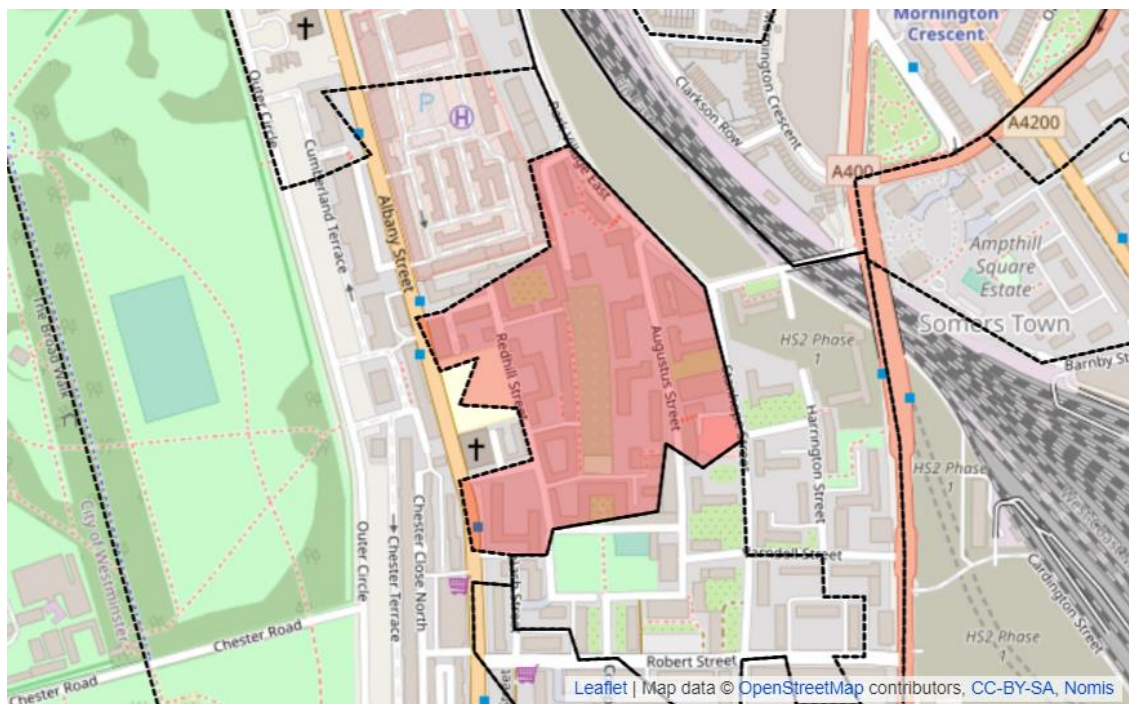
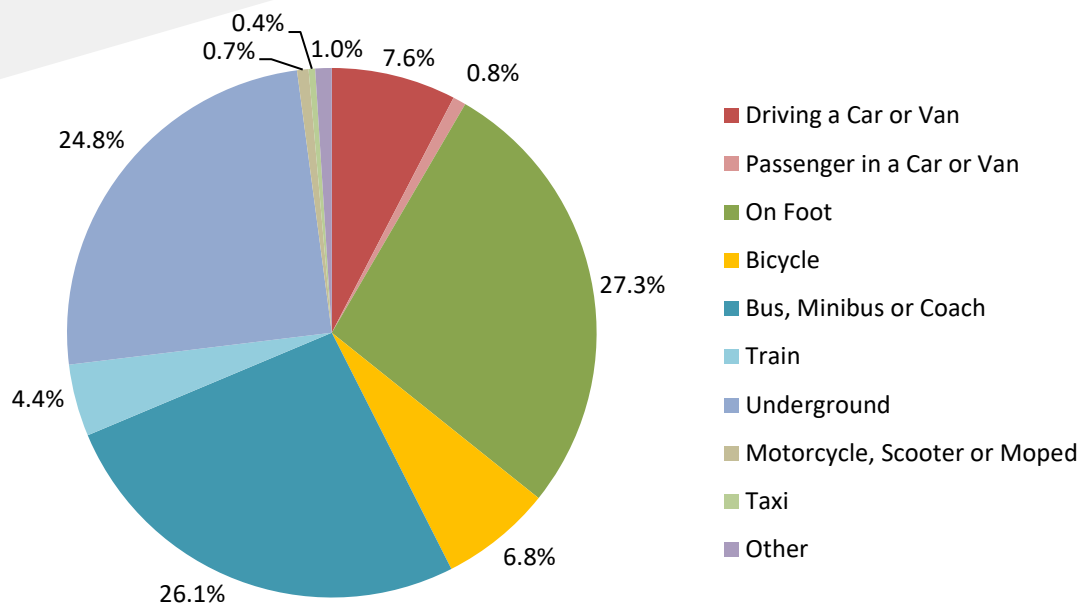


Figure 3.1 – 'Camden 023C' area

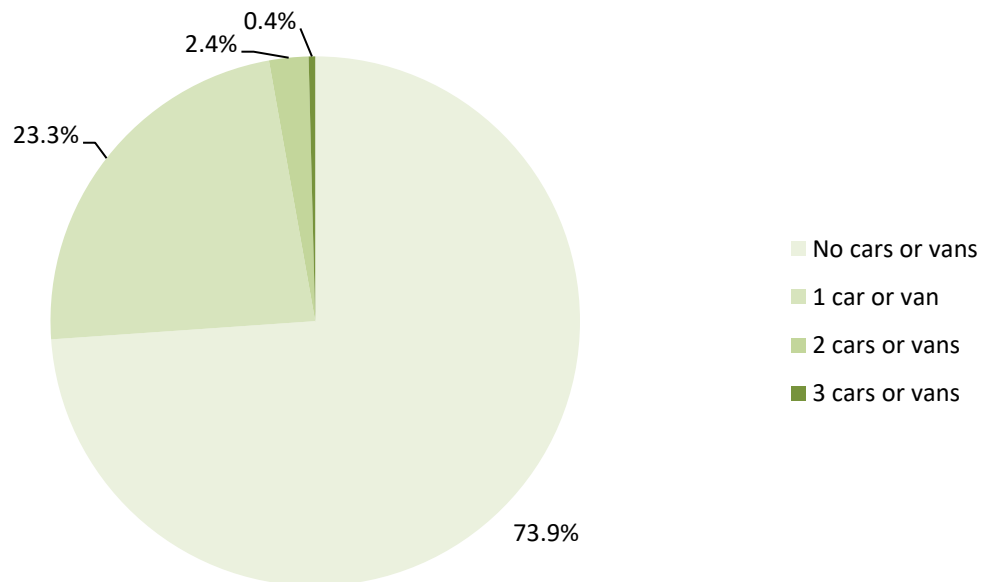
3.4. The modal split for these areas is shown in Graph 3.1. This shows that the majority of residents in the local area who travel to work do so by public transport and over 15% of journeys to work are by walking or cycling.





Graph 3.1 – Modal split of journeys to work for 'Camden 023C' from 2011 Census

- 3.5. The 2011 Census also reveals that the approximate number of cars and vans available in the 'Camden 023C' area is an average of 0.3 vehicles per household. Around 74% of households have no access to a car or van, as shown in Graph 3.2.



Graph 3.2– Car availability for 'Camden 023C' from 2011 Census

## Targets

- 3.6. The ultimate targets that will be set will accord with an acronym endorsed by the Department for Transport, which states that targets shall be SMART:
- ♦ Specific
  - ♦ Measurable
  - ♦ Achievable
  - ♦ Realistic
  - ♦ Time-bound
- 3.7. The main target will be to change the proportions of the mode of transport that residents usually use for their journey to work, education and leisure trips, by increasing the proportion of pedestrians and cyclists and maximising the benefits of a car-free development.
- 3.8. The proposed targets for residents' main mode of travel on a daily basis are presented in Table 3.1. As the development is car-free it is expected that the proportion of residents that responded as 'driving a car or van' in the 2011 Census will be redistributed to other modes of transport as shown in the 'Car-Free adjustment' column of the table. Some car use in the form of car clubs and taxi/private hire vehicles are expected to continue. Any travel by electric scooter has been incorporated into the cycling category for the purposes of setting targets.

*Table 3.1: Modal Split Targets for the full development*

Target	Assumed Baseline	Car-Free adjustment	Year 1	Year 3	Year 5
Driving a Car	8%	0%	0%	0%	0%
On Foot	28%	31%	32%	33%	33%
Cycling	7%	8%	11%	13%	15%
Bus	26%	27%	26%	24%	23%
Underground	25%	26%	24%	23%	22%
Train	4%	5%	4%	4%	4%
Motorcycle / Scooter / Moped	1%	1%	1%	1%	1%
Taxi / PHV	1%	2%	2%	2%	2%

- 3.9. The proposed targets are in accordance with policies 1a and 1b of the Camden Transport Strategy 2019-2041 and seek to increase cycling to 15% mode share, increase walking mode share and have less reliance on public transport modes of travel.

## 4.0 MEASURES

### Introduction

- 4.1. The main core of a Travel Plan is its package of measures, which can comprise a mixture of different kinds of actions, incentives and infrastructure improvements. The remainder of this chapter sets out a package of measures which will be introduced in order to influence residents' travel to and from the development.

### Measures to Encourage Non-Car Use

- 4.2. The car-free nature of the development will mean that residents are not provided with parking spaces or have the ability to apply for on-street parking permits. The location of the development and its excellent accessibility by other modes of transport means that residents do not need to own a car as part of their daily routine. In the event that residents require a car for certain occasions then there are car-club vehicles available within walking distance of the development.

### Measures to Encourage Walking

- 4.3. Walking is the most sustainable method of travel, has proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work, particularly for those living within two miles of their workplace. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel. (e.g. emissions, pollutants, severance etc.). Walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 4.4. The estate has a well-defined network of footways linking the development to the surrounding streets, schools, local facilities and public transport nodes. Streets in the vicinity of the development have a speed limit of 20-mph.
- 4.5. Walking will be further encouraged with the provision of local maps illustrating the local facilities such as:
- ♦ Bus stops
  - ♦ Education and child care facilities
  - ♦ Leisure and recreation
  - ♦ Employment areas
  - ♦ Shopping, banking and personal business facilities
  - ♦ Healthcare and community needs
- 4.6. These maps will be given to residents as part of their Welcome Pack. The health benefits associated with walking are promoted through events such as Walk to Work / School Week.

### Measures to Encourage Cycling

- 4.7. Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can promote the substantial health benefits to individuals who are motivated to complete more journeys by cycle.
- 4.8. Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination.
- 4.9. Cycling will be encouraged through information being provided to residents within their Welcome Packs, including information on cycle routes, cycle facilities, cycle shops. The health benefits associated with cycling will be promoted through the information packs.
- 4.10. As part of the development proposals, cycle parking is provided in an internal secure cycle store as per the approved strategy and drawings. This comprises a two tier stand holding 24 cycles. Whilst the cycle store primarily caters for 'standard' cycles, provision for other types of cycle can be investigated.
- 4.11. There are also 4 Sheffield cycle stands providing eight spaces adjacent to the entrance on the north frontage of the development. These are primarily aimed at short-stay cycle parking for visitors and are suitable for accommodating different varieties of cycles.
- 4.12. The location of the cycle store and external cycle parking is shown on the Hard Landscape Proposals and Site Layout drawing DCH-IW-XX-ZZ-DR-A-10.0.01. Details of the cycle storage system is shown on drawing DCH-IW-XX-ZZ-DR-A-22.11.
- 4.13. The site also has easy access to the local Santander Cycle Hire facilities within walking distance of the development at Albany Street, The Regent's Park with a capacity of 26 bikes and Hampstead Road (Cartmel), Euston with a capacity of 14 bikes.
- 4.14. Camden offer a range of courses and measures to encourage cycling. The Camden Cycle Skills training teaches essential cycling skills for all ages and abilities. Classes are also available on how to look after your bike. These courses are free for anyone who lives, works or studies in Camden.
- 4.15. Camden also operate the 'Try-A-Bike' scheme. This is a free bicycle loan scheme for people in Camden wanting to try cycling before having to commit to buying a bike. Bike loans include helmets, locks and lights.

### Measures to Encourage Public Transport Use

- 4.16. The benefits of travelling by public transport can include:
  - ♦ Reduced congestion
  - ♦ No need to park
  - ♦ Being able to relax, read or work (particularly for business travel during the day)
  - ♦ Combine active travel as part of the journey.
- 4.17. It is important to recognise that for shorter distances walking and cycling are usually more beneficial and favourable modes of travel than public transport as they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for longer journeys to work.

- 4.18. The provision of public transport information within the residents Welcome Pack is proposed in order to encourage and support the use of public transport and timetable and route information will be displayed in a communal area.

**Measures to Encourage Car Club Use**

- 4.19. Car club provision is available within walking distance of the site. The presence of these facilities will be promoted through the Welcome Packs.

## 5.0 MANAGEMENT AND MARKETING STRATEGY

### Introduction

- 5.1. A Travel Plan strategy that clearly sets out the stages by which the Travel Plan will be developed and implemented is very important. The strategy is set out within the remainder of this chapter which discusses how the Travel Plan will be managed and marketed.
- 5.2. The strategy requires the allocation of resources to the plan and the formation of a structure to oversee its development.

### Managing the plan: roles and responsibilities

#### Travel Plan Coordinator

- 5.3. All Travel Plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Coordinator will be suitably qualified and interested in sustainable travel issues. The Travel Plan Coordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. A named person will be nominated to act as the Travel Plan Coordinator for the regeneration scheme. The Travel Plan Coordinator will:
  - ♦ Implement and market the Travel Plan, taking account of both short and long-term objectives
  - ♦ Be a contact point and 'face' for the Travel Plan
  - ♦ Promote the Travel Plan and be available to discuss travel requirements and ideas as to how the plan could provide further encouragement or facilities to make sustainable transport more accessible
  - ♦ Have the ability to provide personalised travel plan services to new residents
  - ♦ Establish and promote the individual measures in the Travel Plan
  - ♦ Where appropriate, explore the potential of joining forces with community groups within the local area
  - ♦ Collate any travel survey information to measure, monitor and develop the success of the Travel Plan so that targets can be refined and developed
  - ♦ Coordinate with other Travel Plan Coordinators in the area

#### Partners and Stakeholders

- 5.4. Travel Plans need partnerships for success. The Travel Plan Coordinator is a central figure in establishing partnerships and maintaining links and lines of communication. The Travel Plan Coordinator is prepared to co-operate with others who work towards the same objectives in the Regent's Park Estate neighbourhood to assist in achieving the aims of the Travel Plan. Organisations need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process.



5.5. Likely / possible partners include:

- ♦ Camden Council
- ♦ Other local Travel Plan Coordinators
- ♦ Transport for London
- ♦ Car club operator(s)
- ♦ Local cycle shops

Securing the Travel Plan

- 5.6. The Travel Plan is secured by planning. The funding of the Travel Plan, its proposed measures and any monitoring will be the responsibility of the Building Owner.

Marketing

- 5.7. Marketing and awareness raising strategies are also an important part of Travel Plans. They cover the involvement / engagement of residents and raising their awareness about travel options and the benefits of more sustainable or efficient travel.
- 5.8. The primary means by which the Travel Plan will be marketed will be through leaflets. This will help to promote the initiatives and disseminate the information about the Travel Plan to residents.
- 5.9. The accessibility of the development will be explained to prospective residents and included in the general marketing information issued by the site sales staff.
- 5.10. Welcome packs will be provided to the occupants of each new home on its first occupation. The pack will include:
- ♦ Information on the Travel Plan, the targets and benefits it can achieve
  - ♦ Public transport information, including bus stop and rail station locations
  - ♦ Cycle information including maps of cycle routes and locations of cycle facilities and shops
  - ♦ Local area map showing community facilities
  - ♦ Information on car club schemes
  - ♦ Contact details for the Travel Plan Coordinator

## 6.0 MONITORING AND REPORTING

### Monitoring

- 6.1. This Travel Plan is a live document to ensure it remains relevant to the residents of the development and visitors. Should monitoring surveys be required, the baseline information, along with the targets, will be updated following the completion of the baseline survey of residents of the development. An example residents' questionnaire is included at Appendix 3.
- 6.2. The Travel Plan will be monitored at years 1, 3, 5, from 80% occupation of the development.

### Reporting

- 6.3. As appropriate, key survey and/or monitoring findings will be disseminated amongst residents through newsletters. In addition a monitoring / performance report will also be prepared and issued to the local planning and highway authorities for their review.
- 6.4. The reporting will include:
  - ♦ A recap of the Travel Plan objectives and targets
  - ♦ Monitoring methodology and results
  - ♦ Progress against agreed measures
  - ♦ Any corrective measures, such as more publicity, additional incentives etc., to get the Travel Plan back on track should this be necessary
  - ♦ Proposals to develop the Travel Plan in the future
- 6.5. Any penalties to be imposed should the travel plan targets not be met will be agreed with both the Local Planning and Local Highway Authorities. These may take the form of a financial penalty with the money reinvested into promoting/improving sustainable methods of transport in the area.

## 7.0 ACTION PLAN

- 7.1. This chapter draws together the proposed measures for implementation, monitoring and review. The actions are summarised in Table 7.1 showing what needs to be implemented, who is responsible and the timeframe for each action.

Table 7.1: Action Plan

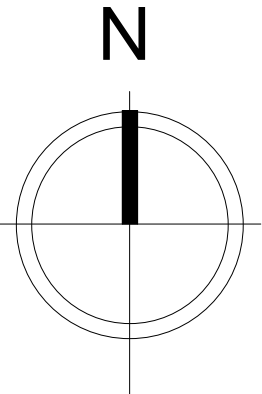
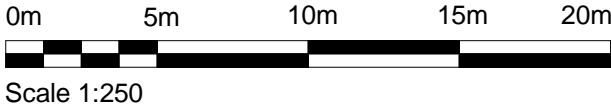
Action Plan	Responsibility	Time Frame
Appoint Travel Plan Coordinator (TPC)	Building Owner / Successor in Title	Prior to occupation
Provide contact details of TPC to the Local Authority	Building Owner / Successor in Title	Upon appointment of the TPC
Collate walking, cycling and public transport information	TPC	Following appointment
Provide residents with Travel Information Welcome Pack including: <ul style="list-style-type: none"> <li>Contact details of TPC</li> <li>Objectives of Travel Plan</li> <li>Benefits of sustainable travel (including health information)</li> <li>Established walking and cycling routes</li> <li>Public transport routes / timetables</li> <li>Local facilities / home shopping details</li> <li>Details of local Car Club vehicles</li> <li>Walking and cycling organisations in the area</li> </ul>	Building Owner / Successor in Title	On occupation of development
Conduct baseline travel survey	TPC	On 80% occupation of development / as required
Production of the updated Travel Plan	Building Owner	Following the analysis of the initial travel survey
Distribute Baseline Travel Survey to the Local Planning and Highway Authorities	TPC	On 80% occupation of phase
Produce monitoring report / reassess targets. Send to TP Officer. Make results available to residents	TPC	8 weeks after end of survey
Undertake follow-up Travel Surveys	TPC	As required
Submit monitoring reports to Local Authorities and make results available to residents	TPC	Within 8 weeks after any survey
Liaise with Local Planning and Highway Authorities	TPC	On-going / as required

## **Appendix 1: Figures and Drawings**



Site Plan

1 : 250



All dimensions to be verified on site by Main Contractor before the start of any shop drawings or work whatsoever either on their own behalf or that of sub-contractors.

Report any discrepancies to the Contract Administrator at once.

This drawing is to be read with all relevant Architect's and Engineer's drawings and other relevant information.

© Ingleton Wood LLP

LEGEND: DO NOT SCALE

Rev:	06.09.19	AS BUILT	LS	JR
Date:		Description:	Chk:	Apr:
Scale @ A3:		Issuing Office:	Project Number:	
1 : 250		London	84923	
Status:	Purpose of Issue:			
CR	AS BUILT			



Billericay  
Cambridge  
Colchester  
London  
Norwich

London  
1 Alie Street  
London E1 8DE

T: 020 7680 4400  
www.ingletonwood.co.uk

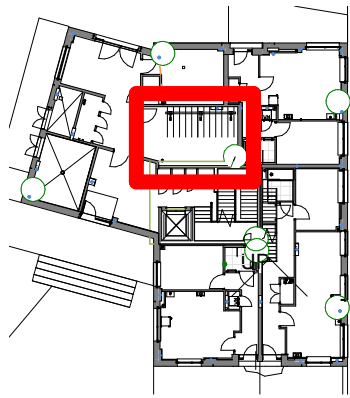
Project:  
Regents Park Estate  
Dick Collins Hall

Drawing Title:  
Site Plan

Client:  
Lovell Partnership Ltd.

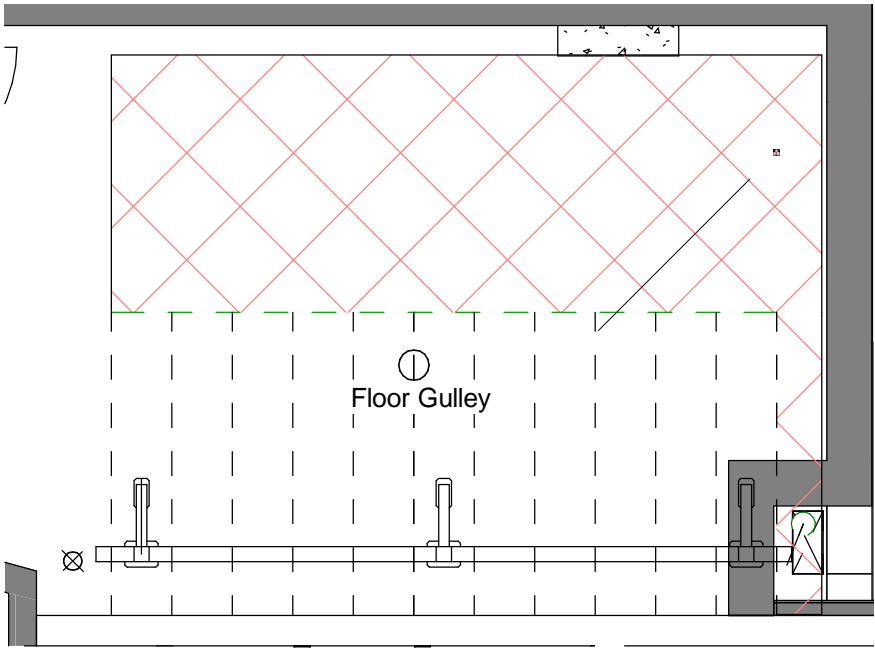
File Ref: DCH - IW - XX - ZZ - DR - A - 10.0.10

Revision:



# Location Plan

1 : 500



# Level 0 - Cycle Strategy Layout

1 : 50

All dimensions to be verified on site by Main Contractor before the start of any shop drawings or work whatsoever either on their own behalf or that of sub-contractors.

Report any discrepancies to the Contract Administrator at once.

This drawing is to be read with all relevant Architect's and Engineer's drawings and other relevant information.

© Ingleton Wood LLP

LEGEND: DO NOT SCALE

No. Secure Internal Residential Spaces Required: 24  
No. Secure Internal Residential Spaces Provided: 24

External cycle spaces to be designed by the Landscape Architect & indicated on their proposals to comply with the required 6 No. spaces.

Proposed Bicycle Storage System:



Rev:	06.09.19	AS BUILT	LS	JR
Date:		Description:	Chk:	Apr:
Scale @ A3:		Issuing Office:	Project Number:	
As indicated		London	84923	
Status:	Purpose of Issue:			
CR	AS BUILT			

**Vision, form and function**

Billericay  
Cambridge  
Colchester  
London  
Norwich

**London**  
1 Alie Street  
London E1 8DE  
T: 020 7680 4400  
[www.ingletonwood.co.uk](http://www.ingletonwood.co.uk)

Project:  
Regents Park Estate  
Dick Collins Hall

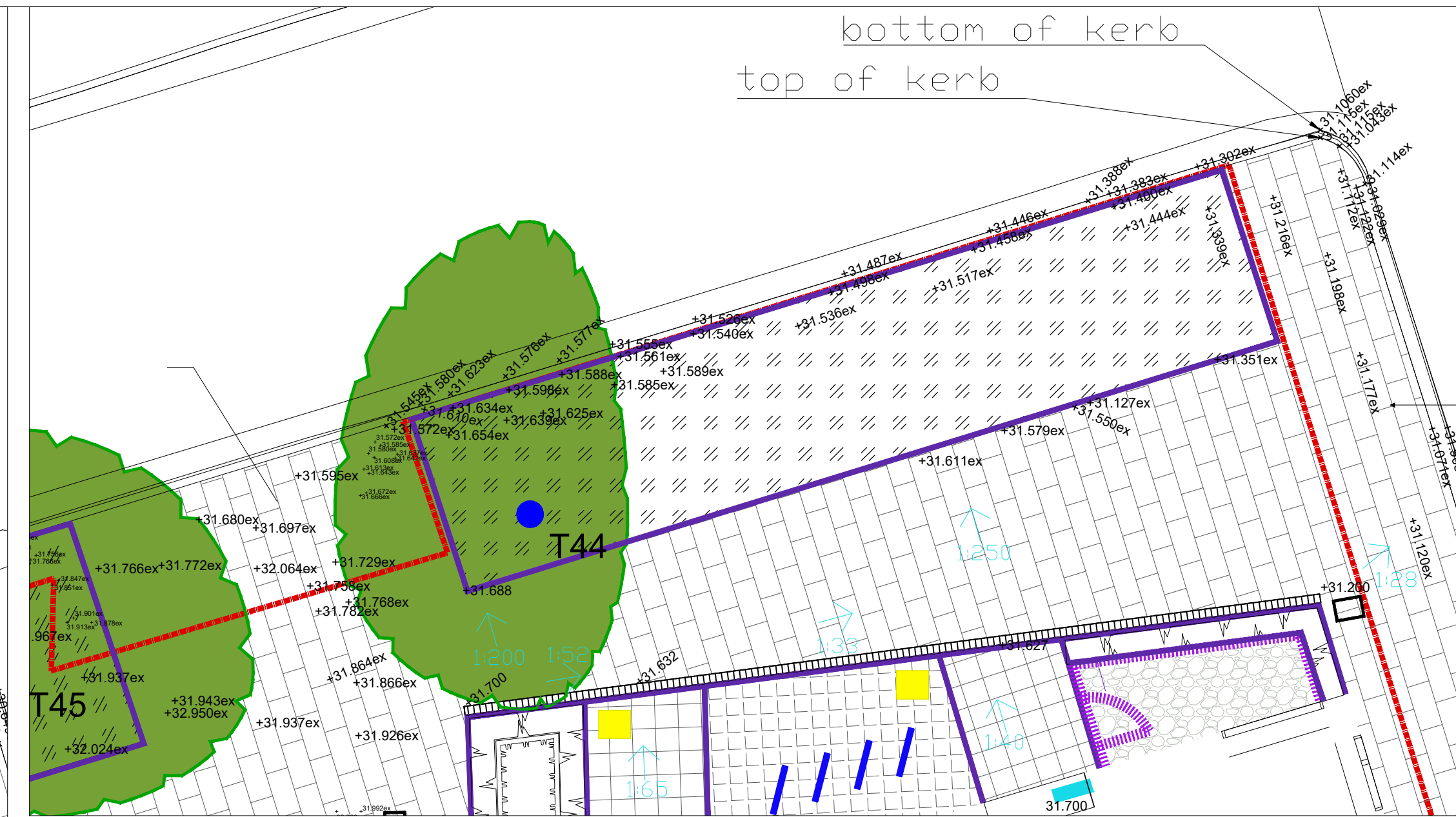
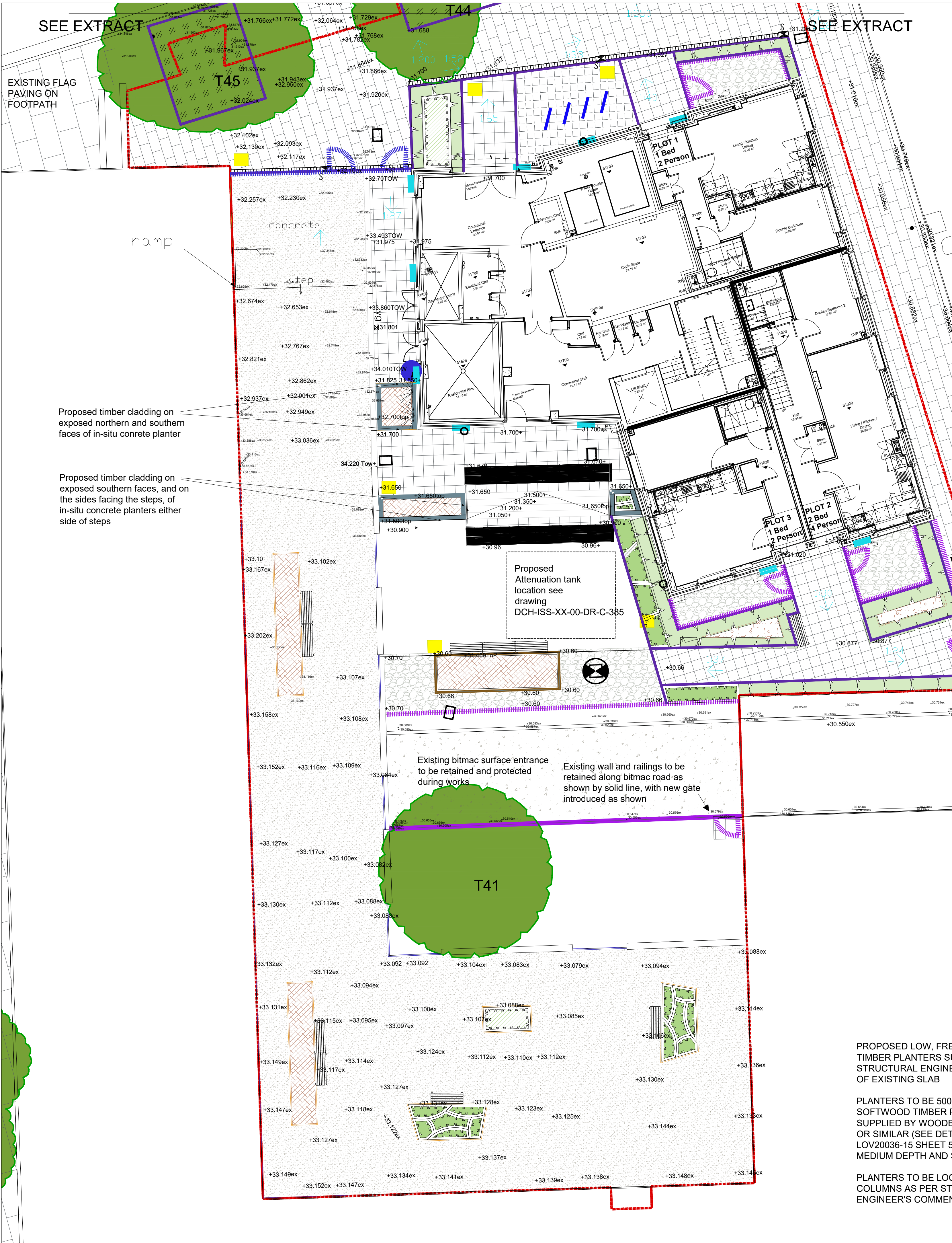
Drawing Title:  
Cycle Strategy

Client:  
Lovell Partnership Ltd.

File Ref:  
DCH - IW - XX - ZZ - DR - A - 22.11

Revision:





**1:100 SCALE EXTRACT**

**Hard Landscape Legend**

- Proposed site boundary
- Bitmac surfacing to adjoin existing, 30mm depth (6mm agg) dense bitumen macadam surface
- Proposed Conservation Granite Aggregate Setts, colour Silver Grey, 100x100mm, as supplied by Marshalls, or similar
- Proposed conservation textured paving, 400x400x50mm colour Charcoal, laid flexible butt jointed, as supplied by Marshalls, or similar
- Hazard warning concrete tactile paving. Textured silver grey 400 x 400 x 50mm laid on a 30mm mortar bed with 200mm MOT Type 1 sub base. Available from Marshalls or similar
- Steps constructed with Conservation textured step units with hazard strip in charcoal by Marshalls or similar
- Proposed visitor CaMden cycle stands, galvanised and PPC Black as supplied by Broxap or similar
- Proposed 1.25m high Sentry Residential metal railings Plate fixed as supplied by Jacksons or similar
- Proposed 1.25m high Sentry Residential metal gate, Dim as per drawing LOV20036 14 Plate fixed as supplied by Jacksons or similar
- Proposed 1.25m high Sentry Residential metal railings Root fixed as supplied by Jacksons or similar
- Proposed 1.25m high Sentry Residential metal Gate, Dim as per drawing LOV20036 14 Root fixed as supplied by Jacksons or similar
- Proposed 200L water butt
- Proposed oak sleeper planters, constructed on site to with 100x200x2400mm oak hard wood sleepers.
- Proposed felxi pave by KBI Flexi-pave HD2000 at 50mm to tree pits, to be dgeed with Kinley Excel Edge Alueexcel 50mm flexible
- Proposed asphalt surfacing with Bitumen NatraTex surface course in 'Cotswold' with clear binder and decorative aggregate. Available from NatraTex or similar. Tel: 01594 826768, www.natratex.co.uk
- Existing or proposed sub structure build up to be specified by engineer
- Existing flag paving to be retained. New re-enforced concrete block flag paving 450x600x75mm, grey, to be laid alongside existing paving as required to complete footpath. To be laid butt jointed with concrete base at 150mm staggered bond
- Proposed surface edging to be level laid with a single row of granite conservation aggregate setts in Silver grey, to be 100 x 100mm as supplied from Marshalls or similar
- External finish levels
- Falls
- Proposed locations for exterior lighting, to be Kirium Bollard as supplied by DW Windsor. Refer to exterior lighting report for detail
- Proposed locations for exterior lighting, to be Prolight Classic eyelid bulkhead luminaire, as supplied by ITAB. Refer to exterior lighting report for details
- Proposed bench locations, to be FSC 'Inline Seat' in hardwood and steel with Black PPC, RAL 9005 finish to metal framework. Surfaced fixed with anchor bolts as supplied by Woodscape or similar
- Proposed in-situ concrete planters to engineer specification, with timber cladding where annotated
- Proposed FSC softwood timber planters, 500mm high. Free-standing planters as supplied by woodblock
- Drainage p5-DCH-SE-1238-351
- Indicative Railing Color RAL9005 rail to be bolt mounted to tread and step in-situ concrete unit, with chemical anchor fixings and expansion bolts. Rail design and fabrication drawing to be confirmed prior to installation

For Construction

S	29.01.20	Changes to spot heights at base of steps	HG
R	15.01.20	Private spaces to plot 1,2 &3	JNT
Q	05.12.19	Coordinate building internals	JS
P	04.12.19	Client comments and lighting coordination	JS
O	02.12.19	Client comments and lighting coordination	JS
Rev	Date	Details	Drawn

**ACD ENVIRONMENTAL**

HEAD OFFICE  
Rodbourne Rail Business Centre, Grange Lane,  
Malmesbury, SN16 0ES  
Tel: 01666 825646

Courtyard House, Mill Lane, Godalming, GU7 1EY  
Tel: 01463 425714

Suite 6, Crescent House, Yonge Close, Eastleigh, SO50 9SX  
Tel: 02382 026300

email: mail@acdenv.co.uk  
www.acdenvironmental.co.uk

**Lovell Partnerships Limited**

scheme: Regent's Park Estates  
Dick Collins Hall  
client: Lovell Partnerships Ltd  
drawing: Hard Landscape Proposals

date: September 2015  
scale: 1:100@A1  
drawing no: LOV20036-12S  
drawn: JNT checked: JS

Copyright of ACD Environmental Ltd. All rights described in Chapter IV of the Copyright, Designs and Patents Act 1988 have been generally asserted. 2011. Copyright of this plan remains with ACD until all fees have been paid in full.



## **Appendix 2: Public Transport Information**

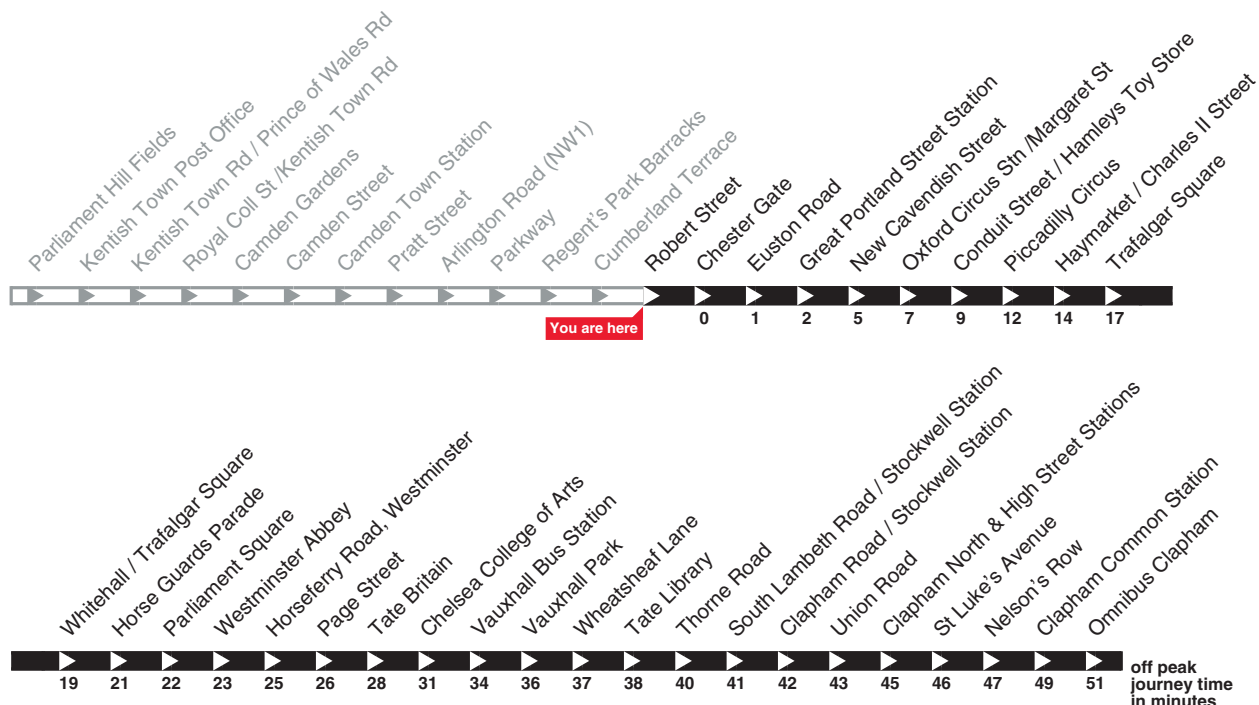
# London Buses

# 88



## 24 hour service

### Buses towards Omnibus Clapham



#### Saturday

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midnight	Midnight to 1am
00 14 00 26	00 38 00 59	01 29 01 59	02 28 02 57	03 27 03 57	04 27 04 56	05 23 05 43	06 03 06 23 06 43 06 58	07 12 07 26 07 41 07 55	08 09 08 24 08 39 08 54	about every 11-13 minutes	10 05 10 08 10 20 10 30 10 42 10 54	about every 11-13 minutes	00 02

#### Sunday

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midnight	Midnight to 1am
00 14 00 26	00 38 00 59	01 29 01 59	02 28 02 57	03 27 03 57	04 27 04 56	05 23 05 43	06 03 06 23 06 43 06 58	07 12 07 26 07 41 07 55	08 09 08 24 08 39 08 54	about every 11-13 minutes	10 05 10 08 10 20 10 30 10 42 10 54	about every 11-13 minutes	00 02

#### Monday - Friday

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midnight	Midnight to 1am
00 14 00 26	00 38 00 59	01 29 01 59	02 28 02 57	03 27 03 57	04 27 04 56	05 23 05 43	06 03 06 13 06 23 06 43 06 51 06 58	07 12 07 19 07 26 07 41 07 48 07 55	08 09 08 17 08 24 08 32 08 39 08 54	09 01 09 09 09 22 09 28 09 34 09 46 09 57	10 05 10 08 10 20 10 30 10 42 10 54	about every 11-13 minutes	00 02

Operated by Go Ahead London General for London Buses

MAYOR  
OF LONDON



24 hour travel information  
0843 222 1234



Website  
www.tfl.gov.uk

Transport for London



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	NATIONAL TEMPERANCE HOSP	24	612.29	10	7.65	5	12.65	2.37	0.5	1.19
Bus	NATIONAL TEMPERANCE HOSP	134	612.29	12	7.65	4.5	12.15	2.47	0.5	1.23
Bus	NATIONAL TEMPERANCE HOSP	29	612.29	15	7.65	4	11.65	2.57	0.5	1.29
Bus	NATIONAL TEMPERANCE HOSP	88	612.29	9	7.65	5.33	12.99	2.31	0.5	1.16
Bus	NATIONAL TEMPERANCE HOSP	27	612.29	8	7.65	5.75	13.4	2.24	0.5	1.12
Bus	ALBANY ST REDHILL ST	C2	105.96	8	1.32	5.75	7.07	4.24	1	4.24
LUL	Great Portland Street	'Edgware-Hammersmith '	753.01	6	9.41	5.75	15.16	1.98	0.5	0.99
LUL	Great Portland Street	'Barking-Hammersmith '	753.01	6.34	9.41	5.48	14.89	2.01	1	2.01
LUL	Great Portland Street	'Hammersmith-Plaistow '	753.01	1	9.41	30.75	40.16	0.75	0.5	0.37
LUL	Great Portland Street	'Aner-AldgateFast '	753.01	1	9.41	30.75	40.16	0.75	0.5	0.37
LUL	Great Portland Street	'Ches-AldgateFast '	753.01	2	9.41	15.75	25.16	1.19	0.5	0.6
LUL	Great Portland Street	'Uxbridge-AldSlow '	753.01	5.33	9.41	6.38	15.79	1.9	0.5	0.95
LUL	Great Portland Street	'Watford-AldSfast '	753.01	3.67	9.41	8.92	18.34	1.64	0.5	0.82
LUL	Great Portland Street	'Aldg-WatfordSlow '	753.01	3.67	9.41	8.92	18.34	1.64	0.5	0.82
LUL	Great Portland Street	'Ald-HarrowHill '	753.01	1.33	9.41	23.31	32.72	0.92	0.5	0.46
LUL	Regent's Park	'QueensPk-El&Castle '	940.74	11.01	11.76	3.47	15.23	1.97	0.5	0.98
LUL	Regent's Park	'El&Castle-Harrow&W'	940.74	5.67	11.76	6.04	17.8	1.69	0.5	0.84
LUL	Regent's Park	'StbridgePk-El&Castle'	940.74	5	11.76	6.75	18.51	1.62	0.5	0.81
LUL	Regent's Park	'Waterloo-QueensPk'	940.74	1	11.76	30.75	42.51	0.71	0.5	0.35
LUL	Regent's Park	'Waterloo-Harrow&W'	940.74	0.33	11.76	91.66	103.42	0.29	0.5	0.15
Total Grid Cell AI:										20.74

## **Appendix 3: Residents' Travel Survey**

# Residents' Travel Survey

Please complete this Travel Survey to help the Travel Coordinator determine the travel demands and enable measures to be drawn up to help improve your experience of travel and help to reduce the impact of this development on the local area.

Your Travel Plan Coordinator is required to report on the results of this survey as part of the development's planning permission. This information may be shared with the Council and the development company that built your home.

Please return completed copies of this survey to your Travel Plan Coordinator by the advertised date.

Following the end of the survey period, a report will be prepared and the outcomes from the survey should be made available to you. If you have not heard anything within 8 weeks of the end of the survey period, please contact your Travel Plan Coordinator for the results.

## Section 1: Household Characteristics

[illegible][illegible]



## Section 2: Journey Characteristics

**Please complete the following questions for each person in your household.**  
(if more than 6 people, please continue on a separate sheet)

Household Member	Do you work?				Where?  If applicable, please enter the town, district or postcode of the place of work or educational establishment	How long does your journey take to work / school?				
	Yes, full time <i>(30 hours per week or more)</i>	Yes, part time <i>(less than 30 hours per week)</i>	Do not work <i>(in education)</i>	Do not work <i>(other)</i>		Up to 15 minutes	16-30 minutes	31-60 minutes	61-90 minutes	Over 90 minutes
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

[illegible]

## Section 3: Initiatives

What improvements or initiatives would encourage your household to reduce its reliance on the private car and use alternative modes of transport instead?

Walking / Cycling	This could be of interest	Already have
Suitable route information	<input type="checkbox"/>	<input type="checkbox"/>
Loan of a bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Training on how to ride a bike	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle discounts	<input type="checkbox"/>	<input type="checkbox"/>
Information on bicycle repairs	<input type="checkbox"/>	<input type="checkbox"/>
Public Transport	This could be of interest	Already have
Bus / train fare discounts	<input type="checkbox"/>	<input type="checkbox"/>
Suitable route available	<input type="checkbox"/>	<input type="checkbox"/>
Travel information timetables / maps	<input type="checkbox"/>	<input type="checkbox"/>
Sharing Journeys / Car Clubs	This could be of interest	Already have
A system for arranging lifts with others	<input type="checkbox"/>	<input type="checkbox"/>
Access to car club vehicles	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any suggestions for improvements or comments about your travel?

*Thank you for taking part in this survey.*

*Please return the survey to the Travel Plan Coordinator in the envelope provided.*

---

## London

15 Bermondsey Square  
London  
SE1 3UN

T: +44 (0)20 7340 1700  
E: [london@campbellreith.com](mailto:london@campbellreith.com)

## Birmingham

Chantry House  
High Street, Coleshill  
Birmingham B46 3BP

T: +44 (0)1675 467 484  
E: [birmingham@campbellreith.com](mailto:birmingham@campbellreith.com)

## Surrey

Raven House  
29 Linkfield Lane, Redhill  
Surrey RH1 1SS

T: +44 (0)1737 784 500  
E: [surrey@campbellreith.com](mailto:surrey@campbellreith.com)

## Manchester

No. 1 Marsden Street  
Manchester  
M2 1HW

T: +44 (0)161 819 3060  
E: [manchester@campbellreith.com](mailto:manchester@campbellreith.com)

## Bristol

Wessex House  
Pixash Lane, Keynsham  
Bristol BS31 1TP

T: +44 (0)117 916 1066  
E: [bristol@campbellreith.com](mailto:bristol@campbellreith.com)

Campbell Reith Hill LLP. Registered in England & Wales. Limited Liability Partnership No OC300082  
A list of Members is available at our Registered Office at: 15 Bermondsey Square, London, SE1 3UN  
VAT No 974 8892 43