

# Oriel

## Framework Travel Plan

October 2020

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**Oriel**  
Creating the centre for  
advancing eye health



Moorfields  
Eye Hospital  
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Moorfields  
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**Framework Travel Plan**

Prepared for:

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UCL Institute of Ophthalmology  
Moorfields Eye Charity

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# Oriel Framework Travel Plan

## Executive Summary

This Framework Travel Plan has been prepared to accompany the planning application for a new facility that would allow the existing Moorfields Eye Hospital at City Road (Moorfields at City Road) and University College London (UCL) Institute of Ophthalmology (IoO) services at Bath Street to relocate into a single building at the existing St Pancras Hospital site. The Proposed Development will be located at part of the existing St. Pancras Hospital site, between St. Pancras Way and Granary Street, to the north of St Pancras International Station, in the London Borough of Camden.

A range of measures are identified in this Travel Plan to encourage the use of sustainable and active modes of travel for trips associated with the Proposed Development, including:

- Measures to promote the Travel Plan and actively engage staff, students, patients and visitors in implementing the Travel Plan;
- Measures and events to promote the benefits of active travel;
- Measures to encourage cycling, including ensuring secure cycle parking is provided, promoting cycle training courses and making key tools available; and
- Measures to monitor blue badge parking to manage potential misuse.

An initial target has been set out seeking to increase active travel by 5% within five years of the baseline surveys being undertaken. This target will need to be reviewed following the initial baseline surveys which will be undertaken once the Proposed Development is operational, anticipated to be in 2026.

This Travel Plan also sets out the intended approach to monitoring and updating the Travel Plan, including travel surveys and Travel Plan reviews/updates at one, three and five years after completion of the Proposed Development.



# Oriel

## Framework Travel Plan

### 1. Introduction

#### 1.1 Overview

- 1.1.1 AECOM has been commissioned by Moorfields Eye Hospital NHS Foundation Trust, on behalf of Oriel<sup>1</sup>, to produce a Framework Travel Plan to accompany a planning application for a new facility that would allow the existing Moorfields at City Road and University College London (UCL) Institute of Ophthalmology (IoO) services to relocate from the existing site on City Road into a single building at the existing St Pancras Hospital site (hereafter referred to as the 'Proposed Development').
- 1.1.2 The Proposed Development will be located at part of the existing St. Pancras Hospital site, between St. Pancras Way and Granary Street, to the north of St Pancras International Station in the London Borough of Camden (LBC) (hereafter referred to as the 'Site').
- 1.1.3 This Framework Travel Plan (referred to as the 'Travel Plan' hereafter) sets out the measures that will be taken to encourage the use of sustainable and active modes of travel for trips associated with the Proposed Development.

#### 1.2 Proposed Site Location

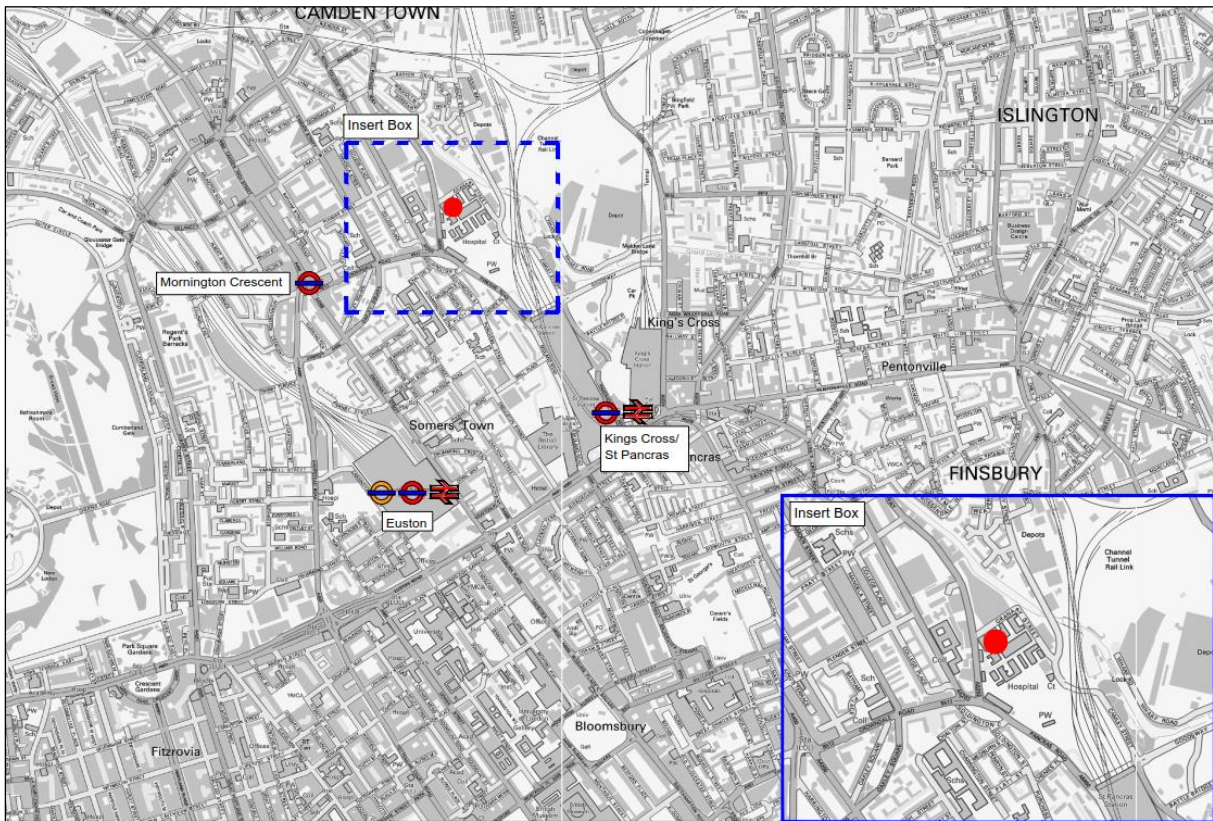
- 1.2.1 The Site is bounded by the A5202 St Pancras Way to the west and Granary Street to the north. The remainder of the wider St Pancras Hospital is located to the east and south of the Site. St Pancras Gardens lies further to the south of the Site. The nearest London Underground station, Mornington Crescent, is located approximately an eight minutes' walk to the west, while Kings Cross Rail Station, St Pancras International Rail Station and Kings Cross St Pancras London Underground Station are located approximately 11 minutes' walk to the south of the Site.
- 1.2.2 The Site location in the context of the wider area is shown in Figure 1-1.

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<sup>1</sup> Oriel is a joint venture between Moorfields Eye Hospital NHS Foundation Trust, UCL Institute of Ophthalmology and Moorfields Eye Charity.

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Figure 1-1 Site Location



## 1.3 The Proposed Development

1.3.1 The planning application seeks approval for the following:

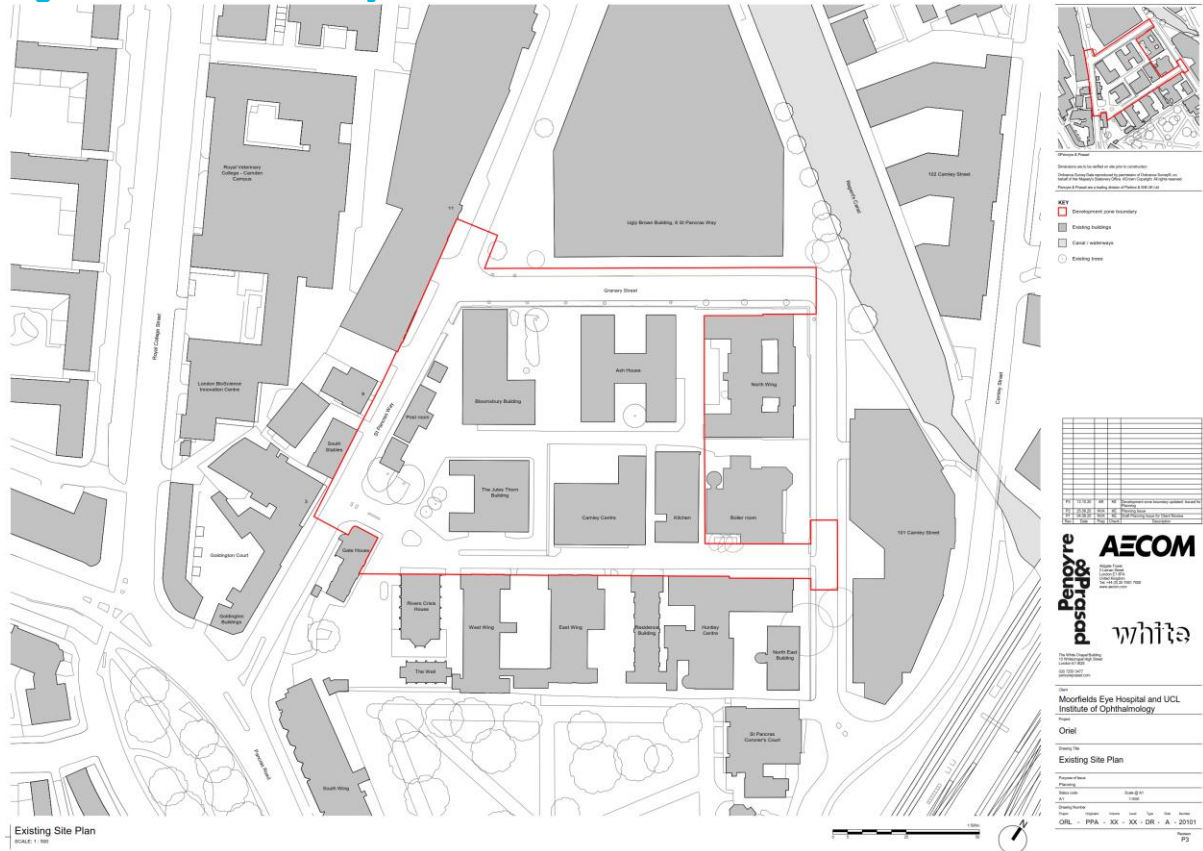
*Demolition of one and two storey hospital buildings (Ash House, Bloomsbury Day Hospital, the Camley Centre, Jules Thorn Day Hospital, Kitchen Building and the Post Room & Mortuary) and construction of a part seven, part ten storey purpose-built eye care, research and education centre for Moorfields Eye Hospital, the UCL Institute of Ophthalmology and Moorfields Eye Charity.*

*New building to comprise a mixture of the following uses: clinical, research and education purposes, including accident and emergency (A&E) department, outpatients, operating theatres, research areas, education space, café and retail areas, facilities management, office space and plant space.*

1.3.2 The Site boundary is outlined in red in Figure 1-2.

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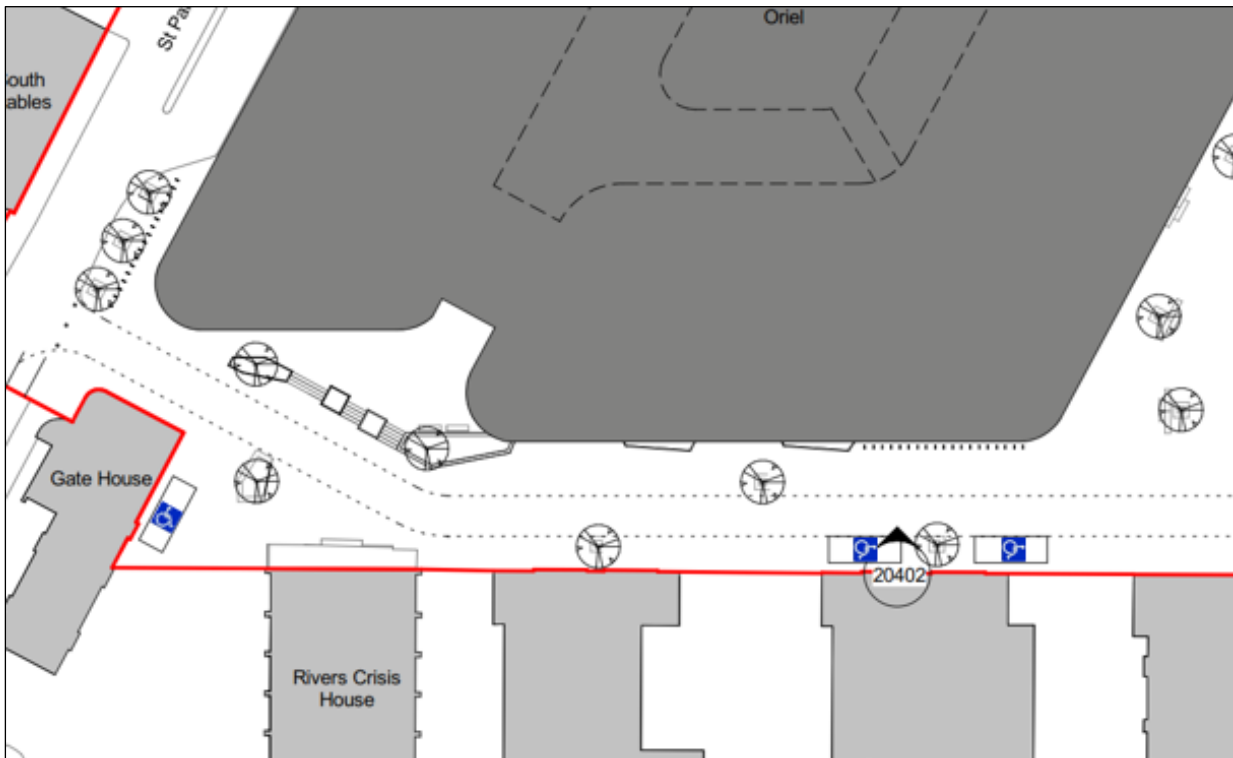
Figure 1-2 Site Boundary



1.3.3 As no general car parking spaces are provided as part of the Proposed Development, the minimum requirement in the emerging draft new London Plan standards (Ref. 1) is the provision of one on or off-street blue badge parking bay. The Proposed Development includes three blue badge bays, with the locations of these bays shown in Figure 1-3. The blue badge bays are located along the shared surface route to the south of the Oriel building and accessed via St Pancras Way. As the bays are off the public highway, they will be reserved for staff only, and will have to be booked prior to use.

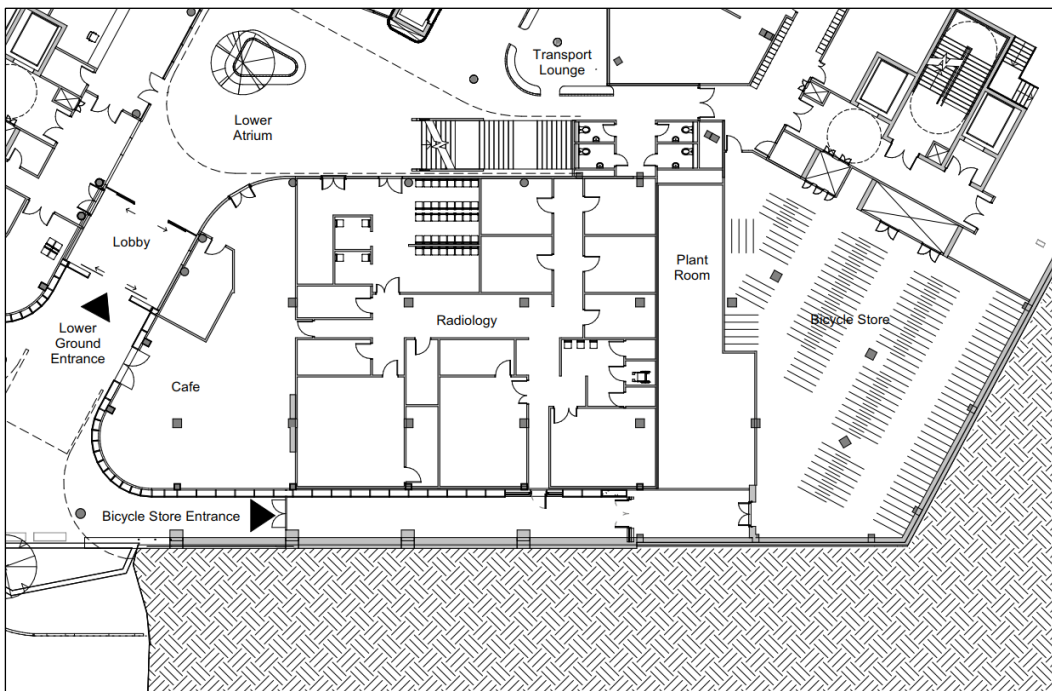
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Figure 1-3 Proposed Blue Badge Parking



1.3.4 The Proposed Development will include 390 long stay cycle parking spaces within the building, which exceeds the requirements of the emerging draft new London Plan standards (Ref. 1) and is only slightly below the requirements of LBC as set out in Camden Planning Guidance – Transport (Ref. 2). The long-stay cycle parking is located in the south-east corner of the building with its own separate entrance, as shown in Figure 1-4.

Figure 1-4 Long Stay Cycle Parking

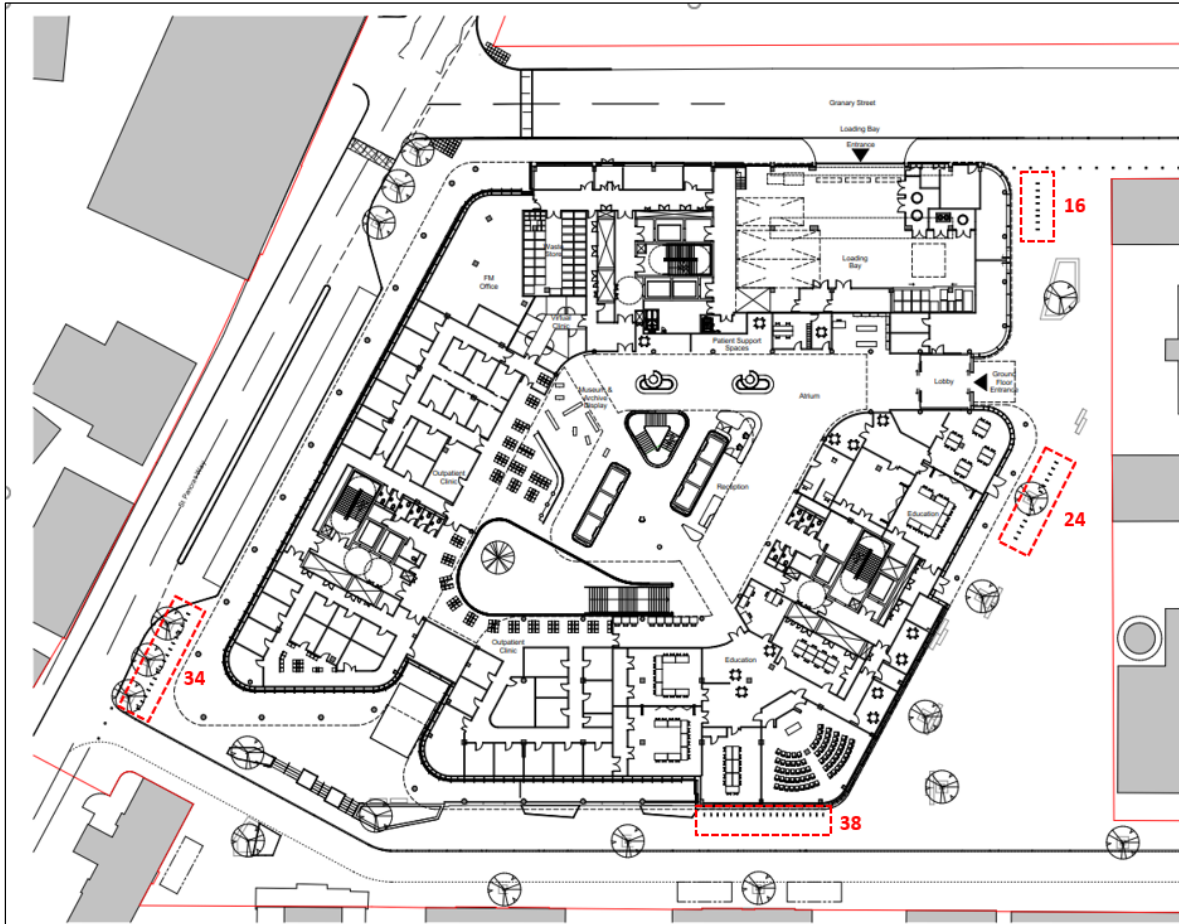


Source: Penoyre & Prasad

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- 1.3.5 A total of 112 short stay cycle parking spaces will be provided within the public realm, which exceeds the new draft London Plan standards (Ref. 1) and the 20% uplift LBC require (Ref. 2). The locations of the short stay cycle parking spaces are identified in Figure 1-5.

**Figure 1-5 Short Stay Cycle Parking**



Source: Penoyre & Prasad

### 1.4 What is a Travel Plan?

- 1.4.1 A Travel Plan is a package of measures designed to encourage a more sustainable approach to travel behaviour. These measures may be designed to reduce the overall need to travel, including the number and duration of trips, or encourage people to use public transport, walking or cycling as alternatives to car use. It will typically identify a range of potential initiatives, including “hard” infrastructure improvements or “soft” initiatives which may include marketing and the provision of information in addition to ways to reduce the need to travel or incentives to travel by non-car modes.
- 1.4.2 As well as identifying measures and initiatives to encourage staff and visitors to make smarter travel choices, a Travel Plan identifies how the sustainable approach will be implemented to maximise its success. It also sets out achievable targets against which its success can be measured and the process by which it will be implemented, managed, monitored and reviewed.

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1.4.3 A successfully implemented Travel Plan can deliver a range of significant benefits to a wide variety of groups, not necessarily just those directly using the development the Travel Plan has been produced for. These benefits include:

- Improving the number and quality of the transport options available to staff and visitors whilst also increasing the accessibility of the site and subsequently its attractiveness;
- A healthier and more active community;
- Cost savings to individuals with reduced dependency on car ownership;
- Minimising unnecessary journeys and the costs associated with them;
- The lower car use results in a reduction in the likelihood of congestion around the site and the associated noise and air pollution. This is a benefit to not only the site's users but also local residents, service providers etc;
- A reduction in the need to provide land for car parking;
- Compliance with National, Regional and Local Policy; and
- Healthy Streets Benefits.

## **1.5 Aim and Objectives**

1.5.1 This Travel Plan provides a strategy to effectively manage and influence the way staff, patients and visitors travel to and from the Proposed Development. The intention is to reduce the impact of journeys and encourage the use of sustainable modes of transport, in particularly walking and cycling, over private vehicles, where possible.

1.5.2 The following key objectives have been identified and underpin this Travel Plan:

- Implement the Travel Plan at the earliest possible opportunity;
- Ensure accessibility for all users;
- Ensure that sustainable travel is encouraged, particularly walking and cycling, and that all users have current and relevant information to make informed choices and allow people to travel in a safe manner;
- Minimise unnecessary journeys; and
- Minimise the impact of the Proposed Development on local residents / employers / employees / visitors.

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**1.6 Structure of the Travel Plan**

1.6.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 sets out the planning policy and guidance context;
- Section 3 considers access to the Site and reviews the transport networks serving the Site;
- Section 4 identifies a range of measures and initiatives that could be implemented to support the aims and objectives of the Travel Plan;
- Section 5 discusses the process for implementing and managing the Travel Plan; and
- Section 6 discusses the processes for setting targets, monitoring and review.

## **2. Planning Policy Context**

### **2.1 Overview**

2.1.1 This section of the Travel Plan considers the key national, regional and local transport policy and guidance relevant to the Proposed Development.

### **2.2 National Planning Policy and Guidance**

#### **National Planning Policy Framework (February 2019)**

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England, providing a framework within which local people and councils can encourage development which reflects the needs and priorities of their communities (Ref. 3).

2.2.2 A key principle of the NPPF is the presumption in favour of sustainable development which contributes to the economic, social, and environmental aspects of a community. The use of sustainable transport modes for the movement of goods and people is widely encouraged.

2.2.3 Chapter 9 within the NPPF deals with Promoting Sustainable Transport (paragraph 102 to 107). This chapter explains the variety of ways in which transport should be considered as part of the planning process. This includes setting out that transport issues should be considered from the earliest stages of the plan-making and development proposals.

2.2.4 Policies on assessing the transport impact of development proposals are identified in paragraphs 108 to 110. These refer to highway safety as well as capacity and congestion to make clearer that pedestrian and cycle movements should be prioritised, followed by access to high quality public transport, to reflect the importance of creating a well-designed place.

2.2.5 Paragraph 111 states that a development that generates a significant amount of movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan.

#### **Planning Practice Guidance**

2.2.6 In March 2014 the Department for Communities and Local Government (DCLG) (now part of the Ministry of Housing, Communities & Local Government) launched a website containing planning practice guidance (Ref. 4). The website contains guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments.

2.2.7 The section on 'Travel Plans, Transport Assessments and Statements in decision-taking' provides advice on when Travel Plans, Transport Assessments and Transport Statements are required and what they should contain. Travel Plans are expected to identify specific required outcomes, targets and initiatives. They need to set out clear future monitoring, review and management arrangements and consider what additional measures may be required to mitigate impacts if targets are not met.



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## **2.3 Regional Policy and Guidance**

### **The London Plan**

- 2.3.1 The adopted London Plan (The Spatial Development Strategy for London Consolidated with Alterations Since 2011) (March 2016) (Ref. 5) provides the overall strategic plan for London. The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London. In terms of transport capacity, the London Plan states that boroughs should consider proposals for a development in terms of reducing the need to travel, promoting sustainable travel, located in an accessible location and consider proposals against existing transport capacity.
- 2.3.2 The following London Plan policies are considered relevant to this Framework Travel Plan:
- Policy 6.1 ‘Strategic Approach’;
  - Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’;
  - Policy 6.9 ‘Cycling’;
  - Policy 6.10 ‘Walking’;
  - Policy 6.12 ‘Road Network Capacity’; and
  - Policy 6.13 ‘Parking’.

### **The London Plan: Intend to Publish**

- 2.3.3 The draft London Plan was published on 27 November 2017. Consultation took place on the draft document up until 2 March 2018. The Mayor’s Minor Suggested Changes to the London Plan were published on 13 August 2018. The London Plan then went through an Examination in Public (EiP), with Consolidated Suggested Changes published in July 2019 and the latest version comprises the Intend to Publish version which was issued to the Secretary of State in December 2019 (Ref. 1).
- 2.3.4 The Intend to Publish London Plan is expected to be adopted in due course and sets out the transport policies for London over the next 20-25 years.
- 2.3.5 Objectives relating to transportation and the improvement of London’s accessibility are contained within Chapter 10. The following policies are of particular relevance to the Proposed Development:
- Policy T1 seeks to integrate transport and development by improving public transport, walking and cycling.
  - Policy T2 seeks for developments to promote and demonstrate the application of the Mayor’s Healthy Streets Approach to reduce car dominance and promote sustainable and active modes of travel.
  - Policy T4 states that development proposals require a Travel Plan to reflect the planned transport access, capacity and connectivity.
- 2.3.6 Table 2-1 outlines the minimum cycle parking standards for the proposed land uses as included in Policy T5.

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**Table 2-1 Intend to Publish London Plan Minimum Cycle Parking Standards**

Land Use	Long Stay	Short Stay
Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
B1 R&D	1 space per 250sqm GEA	1 space per 1,000sqm GEA
Education (D1 Other)	1 space per 8 FTE staff	1 space per 100sqm GEA
A3-A5 café/restaurant/take away	From a threshold of 100sqm, 1 space per 175sqm GEA	From a threshold of 100sqm, 1 space per 20 sqm GEA.

2.3.7 Table 2-2 outlines the non-residential disabled persons parking standards for workplace, education, medical and health facilities as included in Policy T6.5.

**Table 2-2 Non-residential disabled persons parking standards**

Land Use	Designated bays (per cent of total parking provision)	Enlarged bays (per cent of total parking provision)
Workplace	5%	5%
Education	5%	5%
Medical and Health Facilities	6%	4%

2.3.8 Where no parking is being provided, Policy T6.5 states that a minimum of one disabled parking space should be provided for non-residential developments.

### A City for All Londoners (October 2016)

2.3.9 The Mayor published a new vision document: 'A City for All Londoners' in October 2016 (Ref. 6). The document outlines London's top challenges and opportunities across priority policy areas. The transport system forms the central part of the Mayor's vision which includes intensifying development around well-connected transport nodes. The transport system will be used a major lever to implement policies relating to economic development, housing, improving the environment and improving the health of all Londoners. Transport forms a major part of the Mayor's strategy to make London a zero-carbon city by 2050. There are a number of aims throughout the document which include:

- Tackling congestion;
- Increasing transport capacity;
- Encouraging walking and cycling on 'Healthy Streets';
- Improving transport within Central London; and
- Making roads more reliable for pedestrians and cyclists.

### The Mayor's Transport Strategy (March 2018)

2.3.10 The Mayor's Transport Strategy was published in March 2018 (Ref. 7) and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.3.11 The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and

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jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport as well as reduce the dependency on cars.

2.3.12 The strategy aims to ensure new developments incorporate the Mayor's principles of good growth, with transport playing a role in delivering growth that satisfies the following principles:

- Good access to public transport;
- High-density, mixed use developments;
- People choose to walk and cycle;
- Car-free and car-lite places;
- Inclusive, accessible design;
- Carbon-free travel; and
- Efficient freight.

2.3.13 The Healthy Streets Approach aims to put human health and experience at the heart of urban planning with the aim of creating a better city for more people to live and work in. It is based on ten indicators: pedestrians from all walks of life, easy to cross, shade and shelter, places to stop and rest, not too noisy, people choose to walk, cycle and use public transport, people feel safe, things to see and do, people feel relaxed and clean air.

2.3.14 The policies identified in the strategy which are relevant to this Travel Plan comprise:

- Policy 1 aims to reduce the dependency on cars, in favour of active, efficient and sustainable modes of travel;
- Policy 2 states that the Mayor aims for all Londoners to do at least 20 minutes of active travel per day;
- Policy 3 aims for no one to be killed in or by a London bus by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041;
- Policy 5 priorities space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movements of people and goods, with the aim of reducing overall traffic levels by 10%-15% by 2041;
- Policy 7 aims to make the London transport network zero emission by 2050;
- Policy 10 aims to use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive journey experience that will facilitate a mode shift away from cars;
- Policy 14 seeks to enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently; and
- Policy 21 seeks to ensure new homes and jobs in London are delivered in line with the transport principles of 'good growth' to create high

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density, mixed use places and to unlock growth potential in underdeveloped parts of the city.

- 2.3.15 The Mayor seeks to ensure delivery and servicing plans facilitate off peak deliveries using quiet technology and the use of more sustainable modes of delivery. Large scale developments should include a local consolidation strategy, including shared procurement for consumables, coordinated waste and recycling collection, timetabled deliveries, click and collect for residents and flexible loading bays.
- 2.3.16 By 2041 the Mayor's Transport Strategy expects the following:
- All Londoners to be doing a healthy level of activity through travel;
  - Walking or cycling will be the best choice for shorter journeys;
  - London's streets will be used more efficiently and have less traffic on them by reducing car ownership and use and less road freight transport at peak times in central London;
  - London's streets will be clean and green;
  - Bus journeys will be quick, reliable and an attractive alternative to the car; and
  - Active, efficient and sustainable travel will be the best option in new developments with car dependency being reduced by more people living in well-connected areas.

## 2.4 Local Policy

### Camden Local Plan

- 2.4.1 The Camden Local Plan was adopted in July 2017 (Ref. 8) to replace the Core Strategy and Development Policies planning documents and sets out the vision for shaping the future of the borough between 2016 and 2031.
- 2.4.2 Policy T1 – Prioritising walking, cycling and public transport: states that '*The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough*'. Developments will be supported by the Council that promote walking a cycling in the borough by improving the pedestrian and cyclist environment. Developments are expected to contribute towards improvements to public transport infrastructure, such as bus stops and shelters.
- 2.4.3 Policy T2 – Parking and car-free development: states that all developments must be car-free other than providing blue badge parking spaces and spaces for essential operational or servicing needs.
- 2.4.4 Policy T3 – Transport Infrastructure: states that the Council will seek improvements to transport infrastructure and will protect existing and proposed transport infrastructure.
- 2.4.5 Policy T4 – Sustainable movements of goods and materials: states that the Council seek to minimise the movement of goods and materials by road. '*Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.*'

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### Camden Planning Guidance: Transport

- 2.4.6 The Camden Local Plan is supported by the Camden Planning Guidance (CPG) document on Transport which forms a Supplementary Planning Document (Ref. 2). This document was published by the Council in March 2019.
- 2.4.7 The CPG states that if the planning application involves a change in the way that a site is accessed from the highway a Transport Assessment, Statement or Note is required and should also demonstrate measures to mitigate any transport impacts. For non-residential developments a Transport Assessment will always be sought where justified by travel demands or transport conditions.
- 2.4.8 The Council seeks for Travel Plans to be submitted with applications that will significantly increase travel demand in the area to enable a development to proceed without adverse impacts on the transport network and encourage the use of sustainable travel modes. For hospitals / medical centres a local level Travel Plan will be sought if there are between 20 and 50 staff members on site or if there are more than 50 members of staff a strategic level Travel Plan will be sought by the Council.
- 2.4.9 Travel Plan targets should be SMART (Specific, Measurable, Appropriate, Realistic and Timed) and ambitious.
- 2.4.10 A Delivery and Servicing Plan will be sought by the Council for major developments where it is identified that from a servicing and delivery perspective that the scheme is likely to have an impact on road users and the amenity of occupiers.
- 2.4.11 The CPG sets out how the Council will implement Policy T2 on car-free developments. All new non-residential developments will be expected to be car-free in line with Policy T2. It is expected that blue badge parking is accommodated on-site for all major developments. The Council will consider parking provision where it is demonstrated to be essential to use, such as parking provision for emergency vehicles.
- 2.4.12 The CPG states that developments with associated car parking are required to submit a Car Parking Management and Reduction Plan to demonstrate how the parking will be managed and enforced.
- 2.4.13 The Council will seek that developments provide high quality cycle parking facilities and must provide as a minimum the quantity of spaces outlined in the London Plan but will seek an additional 20% of spaces above the London Plan standard to accommodate future growth. Long stay cycle parking is expected to be located within 50m of the building entrance and short stay cycle parking within 15m of a building entrance.
- 2.4.14 The CPG outlines that developments must be designed to ease cyclist and pedestrian movement within the site. Consideration should be given to ensuring the safety of vulnerable road users, including elderly people and people with mobility difficulties and sight impairments. Also, developments should provide stretches of continuous footways without unnecessary crossings and make carriageways easy to cross.

## **Oriel Framework Travel Plan**

2.4.15 Where it is considered that a development requires works to be undertaken on the public highway, this work should be funded by the developer and the work undertaken by the Council.

### **Camden Walking and Accessibility Action Plan (2019)**

2.4.16 The Camden Walking and Accessibility Action Plan (WAAP) (Ref. 9) is a sister document to the Camden Transport Strategy with the target of half of all trips made by Camden residents to be walked by 2041.

2.4.17 The key objectives of the WAAP are as follows:

- To increase walking activity in the Borough;
- To ensure that the public realm is fully accessible, safe, legible and convenient;
- To deliver successful campaigns to enhance road safety for pedestrians and vulnerable road users; and
- To increase opportunities for all users by improving the accessibility of the transport network.

2.4.18 A supporting measure of the WAAP is to encourage an increase in walking through Travel Planning actions for developments throughout the Borough.

### **Camden Cycling Action Plan (2019)**

2.4.19 The Cycling Action Plan (CAP) (Ref. 10) is a supporting document of the Camden Transport Strategy with the ambition to double the cycle mode share by 2024/25 and double it again by 2041.

2.4.20 The key objectives of the CAP are as follows:

- To enable an increase in walking and cycling by transforming our streets;
- To reduce car ownership;
- To deliver a transport system and streets that are accessible and inclusive for all;
- To increase road safety and progress towards zero Killed and Seriously Injured casualties;
- To reduce transport-based emissions and noise; and
- To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.

2.4.21 The CAP aims to create a Borough-wide cycle network that provides routes that are safe, comfortable and accessible for all.

2.4.22 To improve accessibility to cycling, the Council will:

- Continue to offer the cycle loan scheme including the provision of adapted bikes and e-bikes;
- Monitor and expand the provision of dockless bike hire;
- Continue to offer extensive cycle training programmes; and
- Increase the Transport for London (TfL) Cycle Hire stations provision.

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**Canalside to Camley Street Draft Supplementary Planning Document  
(July 2020)**

- 2.4.23 The Canalside to Camley Street Draft SPD (Ref. 11) sets out a framework for development in the area that reflects the priorities identified, including: creating a more vibrant, attractive area; enhancing connectivity and public realm; creating new public spaces and greening of the street environment; and making more efficient and intensive use of land.
- 2.4.24 The SPD seeks to create a more connected and mixed use area that puts 'Healthy Streets' principles into practice. Greater permeability will encourage active travel and create a more attractive and safer area to walk and cycle in.

## Oriel Framework Travel Plan

### 3. Site Accessibility

#### 3.1 Overview

- 3.1.1 The accessibility of a site by different modes of transport plays an important role in influencing the travel patterns of the users of a development. This section of the Travel Plan reviews the accessibility of the Site on foot, by cycle, by public transport and by car/taxi.

#### 3.2 Site Location

- 3.2.1 The Site is bounded by the A5202 St Pancras Way to the west and Granary Street to the north. The remainder of the wider St Pancras Hospital is located to the east and south of the Site. St Pancras Gardens lies further to the south of the Site.

#### 3.3 Pedestrian Accessibility

- 3.3.1 Granary Street runs along the north boundary of the Site, with footways on both sides of the carriageway.
- 3.3.2 The A5202 St Pancras Way runs in a north-south direction, along the western boundary of the Site. There are footways on both sides of the carriageway.
- 3.3.3 The A5202 Pancras Road runs in a north-west to south-east direction connecting Kings Cross/St Pancras and the Site. There are footways on both sides of this road. The footpaths are well maintained and wide.
- 3.3.4 The southern edge of the St Pancras Hospital is bounded by St Pancras Gardens, which has wide footpaths and provides alternative access to the Site during the opening times of the park (daily, from 7am to dusk).
- 3.3.5 Dropped kerbs and tactile paving are present at the puffin crossing at the Pancras Road/St Pancras Way junction.
- 3.3.6 There is a Zebra crossing on St Pancras Way immediately to the north of the junction with Granary Street. It is provided with dropped kerbs and tactile paving.
- 3.3.7 Existing pedestrian routes in the vicinity of the Site are shown in Figure 3-1 below, with the proposed building footprint shown as a dotted white line.



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Figure 3-1 Existing Pedestrian Routes

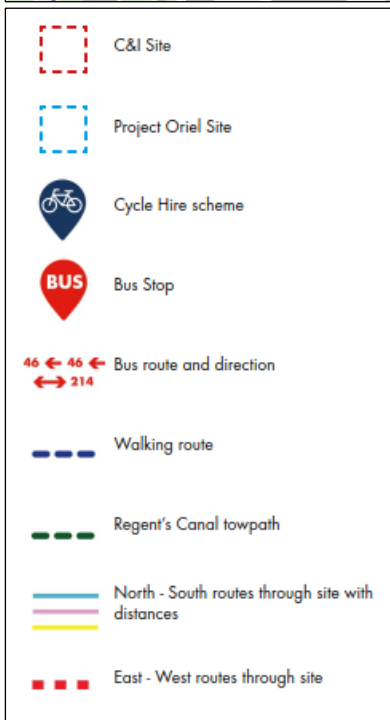
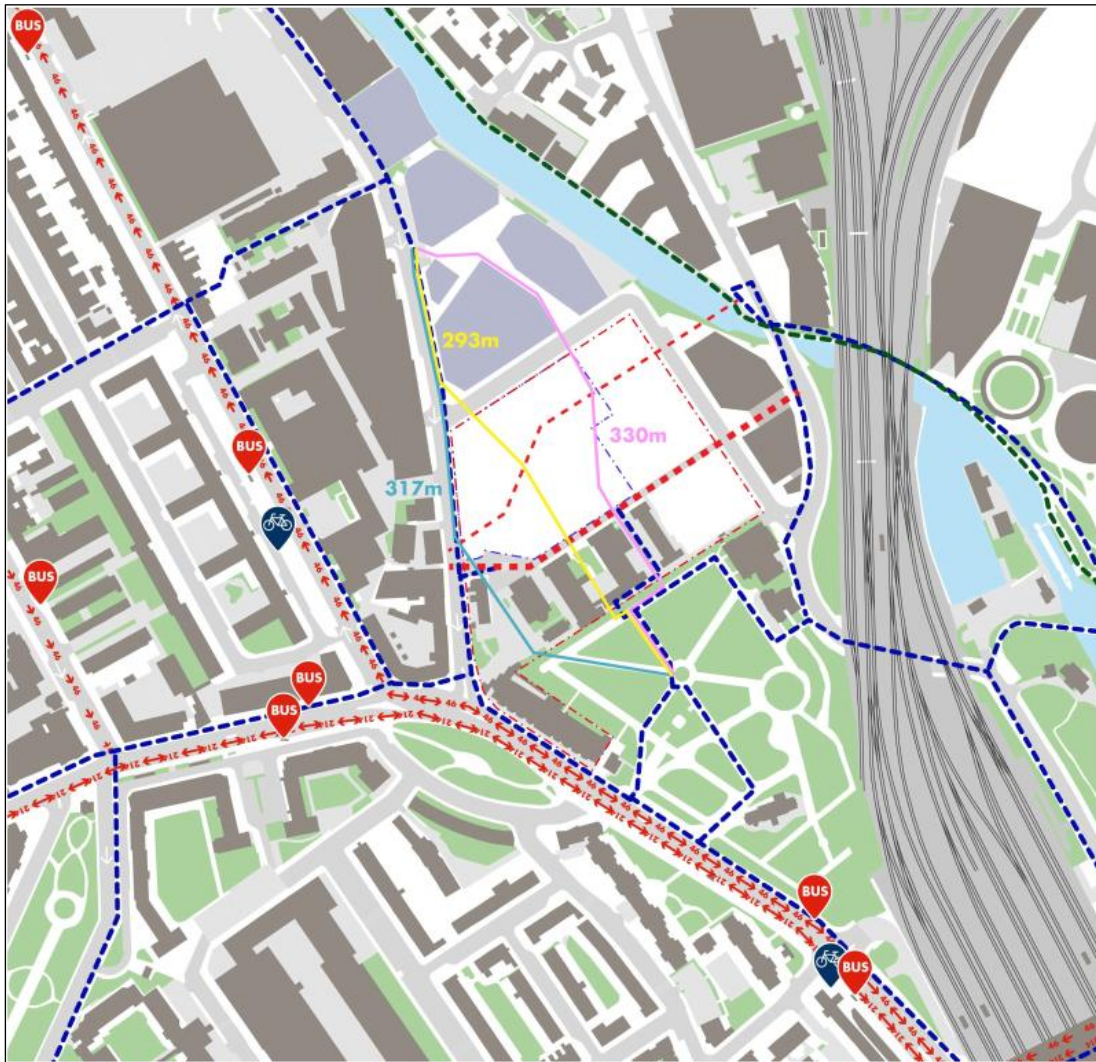


Source: Google Earth

- 3.3.8 The Proposed Development and the emerging scheme for the wider St Pancras Hospital site are being designed to enhance public access through the area and complement the proposals for the redevelopment of the Ugly Brown Building to the north of the Site and the proposed new canal crossing between the 101 and 103 Camley Street developments to the east of the Site.
- 3.3.9 Proposed pedestrian and cycle movement to and across the Site is shown in Figure 3-2 below. The plan also shows a comparison of walking distances through the Site, from the centre of St Pancras Gardens to the centre of the Ugly Brown Building on St Pancras Way. The exact location of the new canal crossing is subject to further review by LBC.

# Oriel Framework Travel Plan

Figure 3-2 Proposed Pedestrian and Cycle Movement to and Across the Site



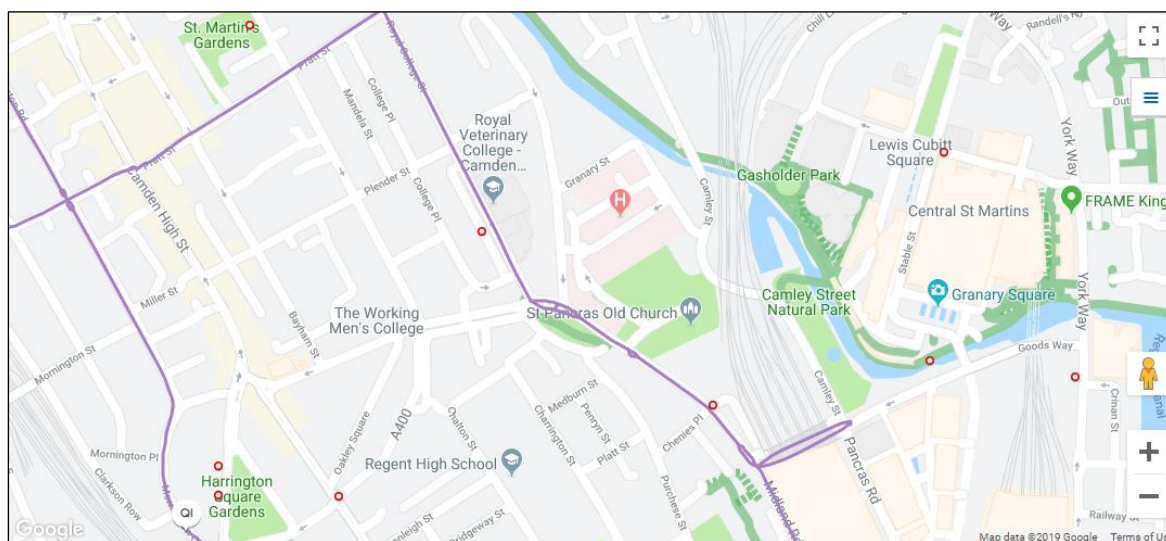
Source: Penoyre & Prasad

## Oriel Framework Travel Plan

### 3.4 Cycle Accessibility

- 3.4.1 There is currently the following cycle lane provision on St Pancras Way:
- North of Georgiana Street there is segregated provision (two way);
  - South of Georgiana Street there is a southbound advisory cycle lane which runs as far as the Unite Students building;
  - South of this there is no formal provision, although there is an advanced stop line and feeder lane at the junction with Pancras Way.
- 3.4.2 It is understood that LBC has an aspiration to complete the cycle lane on St Pancras Way, potentially by reducing the carriageway to a single lane. The proposed drop-off/pick-up facility for the Proposed Development on St Pancras Way has been designed to accommodate a cycle lane in the future.
- 3.4.3 The northern extension of Cycleway 6 (C6) between Kings Cross Station and Kentish Town opened in September 2019. C6 runs close to the site on Royal College Street and Pancras Road.
- 3.4.4 Proposed cycle Quietway 1 (Q1) will run in the north-south direction in the proximity of the site on Arlington Road. It is a proposed connection between C6 and Q1, as an extension of Q1 on Pratt Street.
- 3.4.5 Figure 3-3 is an extract from TfL's cycle map which shows Q1 in purple and cycle hire stations as red circles.

**Figure 3-3 Cycle Facilities**



Source: TfL Cycling Map

#### Cycle Hire

- 3.4.6 The Site is located towards the edge of the current TfL cycle hire scheme coverage and there are two docking locations within a short walk of the Site. One is outside the Royal Veterinary College on Royal College Street and one is outside St Pancras International Station on Pancras Road. Royal College Street provides 56 cycle docking stations and Pancras Road provides 16 cycle docking stations, for a total of 72 cycle hire docking stations within a short walk of the Site.

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- 3.4.7 The Santander cycle hire scheme allows commuters or the public to hire bicycles in Central London. Cyclists can turn up to any docking station and hire a bicycle for up to 24 hours. Once cyclists have finished their journey, they can return the bicycle to any docking station.
- 3.4.8 The scheme is intended for short journeys with the first 30 minutes of each journey free of charge. Cyclists are required to pay a £2 access fee for 24 hours. If the bicycle is hired for a period longer than 30 minutes, then a £2 fee is charged for every additional 30 minutes. Upon returning the bike, if the docking station is full, the terminal can provide on-screen instructions so cycle users can find other docking stations to return their bike.
- 3.4.9 There are a number of docking stations located within a short walking distance of the Site. The closest docking station is located on Royal College Street. Table 3-1 provides the location of nearby cycle hire stations along with their bicycle storage capacities.

**Table 3-1 Cycle Hire Docking Stations**

Docking Station Name	Location	Capacity	Walking Distance from the Site
Royal College Street, Camden Town	Royal College Street	56	260m
Pancras Road, King's Cross	Pancras Road	16	500m
Eversholt Street, Camden Town	Eversholt Street	16	600m
St Martins Close, Camden Town	St Martins Close	18	700m
Harrington Square 2, Camden Town	Harrington Square 1	38	750m
Harrington Square 1, Camden Town	Harrington Square	27	800m

Source : <https://tfl.gov.uk/modes/cycling/santander-cycles/find-a-docking-station>

- 3.4.10 In addition, Lime<sup>2</sup> electric bicycles (e-bikes) are available within London to rent using a mobile application. Unlike the Santander cycle hire scheme, the Lime e-bikes do not have a docking station and the bicycles can be left in appropriate places closer to the user's final destination. Lime e-bikes are charged at a fixed fee to unlock (usually £1) and a smaller charge per minute of use (usually 0.15p – 0.20p per minute). The mobile application identifies the nearest bicycles to the user's location and identifies the distance remaining for each e-bike. There are certain locations where the Lime e-bikes cannot be parked which includes wheelchair ramps, the middle of bike or pedestrian pathways, hospital entrances, fire stations, inside gated communities and no parking zones (as identified within the mobile application). The Lime e-bikes might be more appealing compared to the Santander cycle hire scheme to some users of the Proposed Development as the electric bicycles assist the user in pedalling and could be parked closer to the Proposed Development.

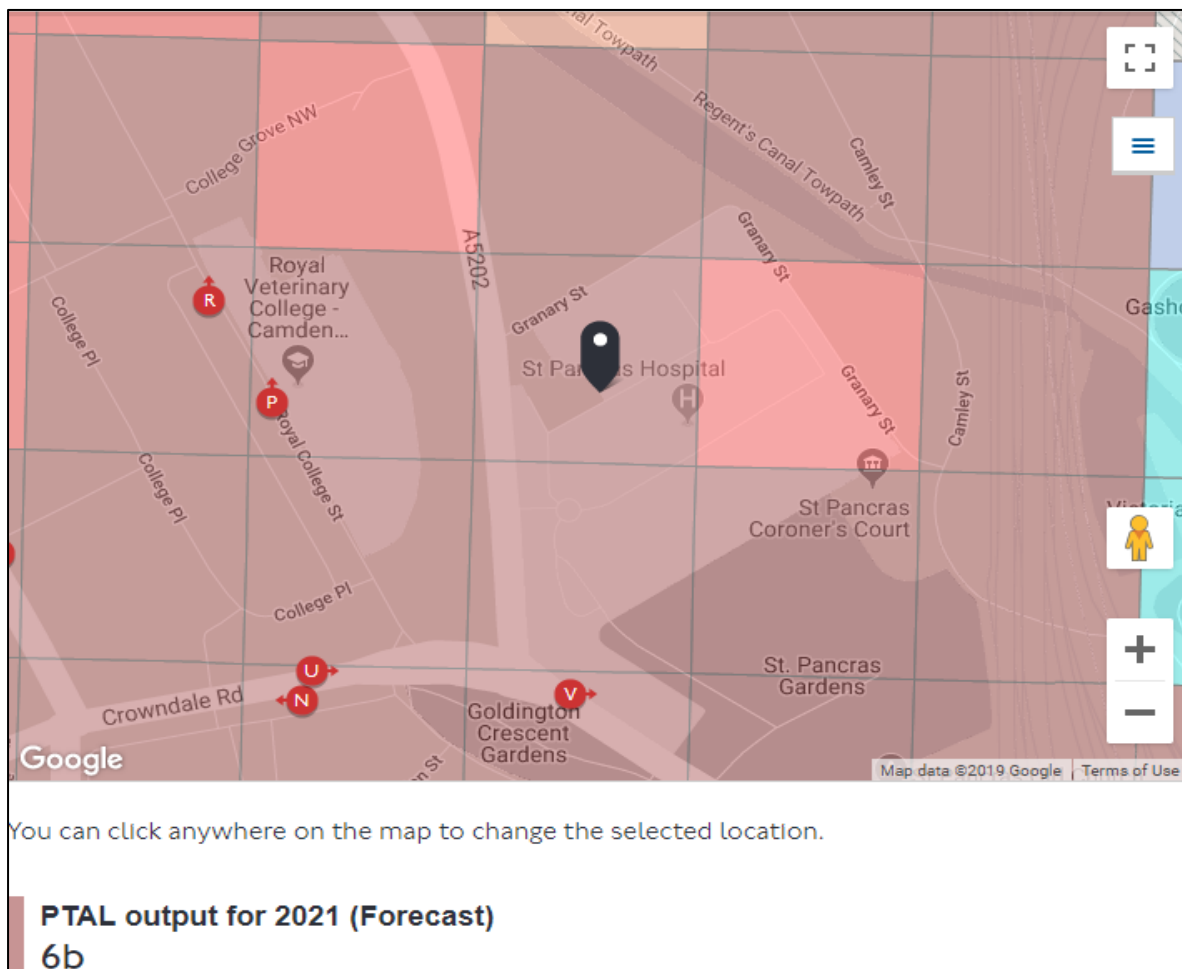
<sup>2</sup> <https://www.li.me/locations/uk>

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### 3.5 Public Transport Accessibility

- 3.5.1 The Site is highly accessible by public transport with range of bus, London Underground, London Overground and National Rail Services which are available within a short walk of the Site as demonstrated by the 6b Public Transport Access Levels (PTAL) rating, which is classified as 'excellent', as shown in Figure 3-4, with the Site location is indicated by a black marker.
- 3.5.2 The Site is located within a short walking distance (approximately 450m) of four bus stops, two to the south on the B512 Crowndale Road, one on Royal College Street and one on Camden Street to the west.

Figure 3-4 PTAL Assessment

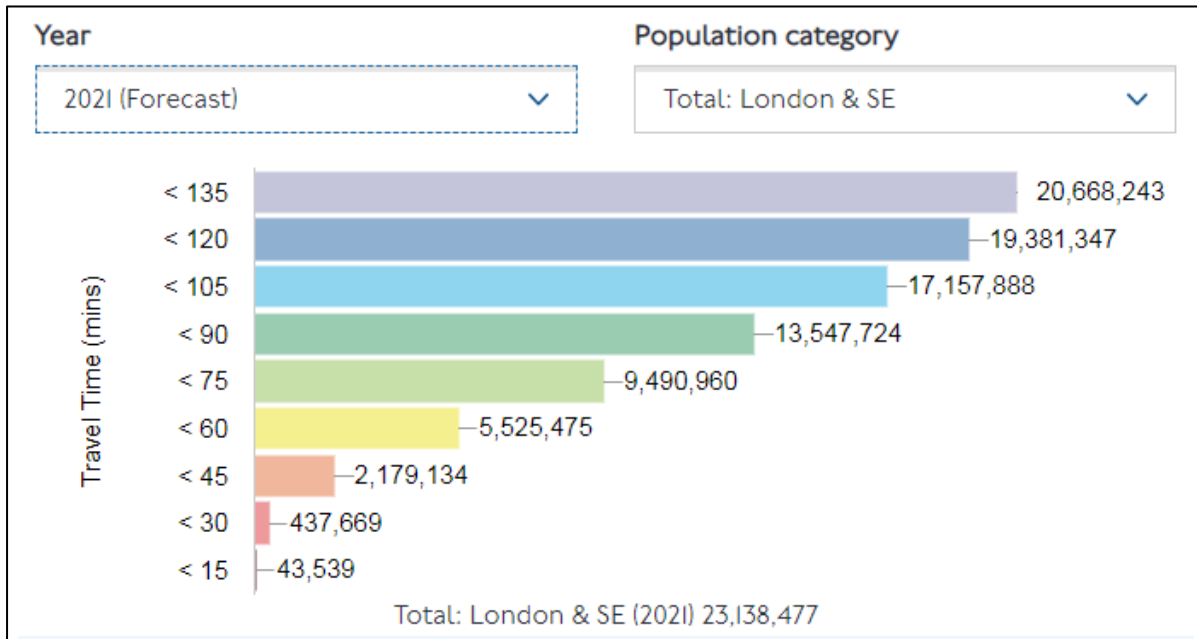


Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcats/webcats>

- 3.5.3 Based on travel towards the Site in the morning peak, Figure 3-5 shows the population catchment of the Site with respect to public transport journey times. This indicates that over 5.5 million people live within 60 minutes of the Site. Extending the travel time to 90 minutes increases the catchment to over 13.5 million residents, or nearly 60% of the population of London and the south-east region.
- 3.5.4 Accordingly, the Site location is highly accessible by public transport to significant numbers of potential staff, patients and visitors.

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Figure 3-5 2021 Public Transport Catchment by Travel Time

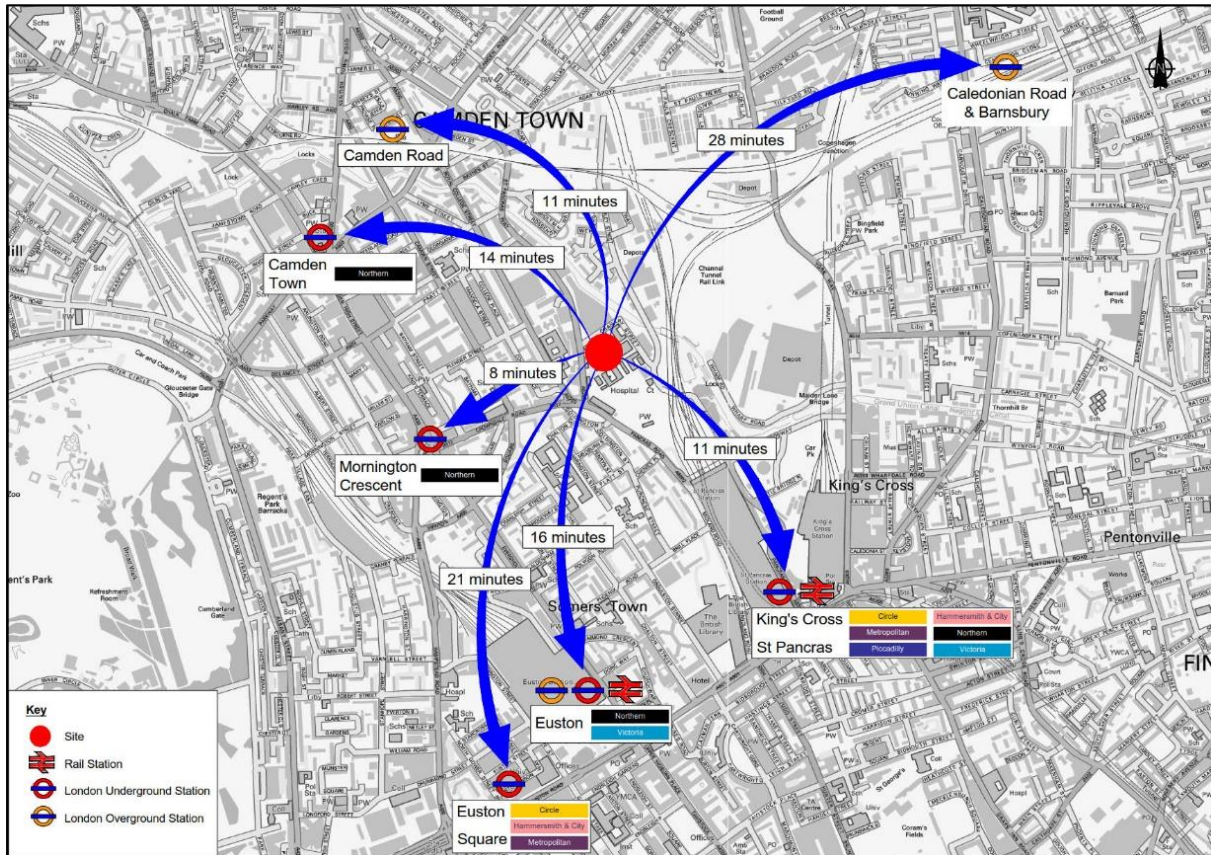


Source: TfL WebCAT

3.5.5 At a local level, there are public transport hubs, rail facilities and bus stops within walking distance of the Site. Figure 3-6 shows the walking times to the national rail, London Underground and Overground services closest to the site. Some of these public transport facilities are outside the maximum walking distance of 960m considered in PTAL assessments and it is recognised that some may be too far to be accessible by some people. However, they are included as some people are willing to travel further to/from these facilities. Walking times are based on an average walking speed of 80 metres per minute (3mph walking speed).

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**Figure 3-6 Walking Times to London Underground, London Overground and Rail Stations**



### Public Transport – Train

- 3.5.6 The Site is approximately 850m (an 11 minute walk) from St Pancras International Station and King's Cross Station.
- 3.5.7 St Pancras International Station is served by East Midlands Railway, Southeastern and Thameslink with destinations including Bedford, Brighton, Nottingham, Sheffield and Margate. Typically, there are 56 services operating in each direction at peak times. Furthermore, there are international train services towards Paris, Amsterdam and Brussel, operated by EuroStar.
- 3.5.8 King's Cross Station is served by the London North Eastern Railway, Thameslink, Great Northern, Hull Trains and Grand Central Railway services with destinations to Leeds, Kings Lynn, Cambridge and Stevenage. This station has approximately 16 services operating in each direction at peak times.
- 3.5.9 The Site is approximately 1.3km (a 16 minutes' walk) from Euston Station, which is served by Avanti West Coast and West Midlands trains. Destinations include Birmingham, Liverpool, Manchester and Edinburgh. There are 22 services operating in each direction during the AM (08:00-09:00) and 14 arriving and 19 departing in the PM (17:00-18:00) peak hours (which excludes the London Overground services as these are discussed separately below).

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**Public Transport – London Overground**

3.5.10 Table 3-2 provides the London Overground service frequencies at Camden Road and Euston Rail Stations. The data below is the combined number of services calling at each respective station, travelling in each direction (two-way) on Monday-Friday, and represents the timetable prior to the service reductions introduced due to Covid-19 pandemic.

**Table 3-2: Frequency of Local London Overground Services**

Station	Line	AM Peak 08:00-09:00	Inter-Peak 12:00-13:00	PM Peak 17:00-18:00	Off-Peak 20:00-21:00
Camden Road	Stratford	9	9	10	9
	Clapham Junction	5	4	5	5
	Richmond	5	4	5	4
Euston	Watford	5	4	4	4

Source: <http://content.tfl.gov.uk/>

3.5.11 The nearest London Overground station is Camden Town, providing services towards Stratford, Richmond and Clapham Junction with a total of nine trains towards Stratford in AM peak and ten trains in PM peak. This station serves trains towards Richmond and Clapham Junction providing five trains in AM and PM peak in both directions. Euston Rail Station provides service to Watford with frequencies on every 15 minutes through the day in each direction.

**Public Transport – London Underground**

3.5.12 The nearest London Underground station to the Site is Mornington Crescent, on the Northern line, located within eight minutes of walking time, west from the Site. Furthermore, there are also underground stations on Kings Cross/St Pancras International and Euston Rail Station, which are a walkable distance from the Site.

3.5.13 Table 3-3 below provides London Overground service frequencies at St Pancras International, Kings Cross and Euston Rail Stations, prior to Covid-19. The data below is the combined number of services calling at each respective station, travelling in each direction (two-way) on Monday-Friday.



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**Table 3-3 Frequency of Local London Underground Services**

Station	Line	Direction	AM Peak 08:00-09:00	Inter-Peak 12:00-13:00	PM Peak 17:00-18:00	Off-Peak 20:00-21:00	
Mornington Crescent	Northern	Northbound	21	20	23	20	
		Southbound	24	21	24	20	
Kings Cross St Pancras International	Northern	Northbound	23	21	24	20	
		Southbound	24	20	23	20	
	Hammersmith & City	Eastbound	7	6	8	5	
		Westbound	5	6	6	6	
	Circle	Eastbound	19	18	19	18	
		Westbound	18	18	20	18	
	Piccadilly	Eastbound	23	22	24	20	
		Westbound	24	22	24	23	
	Metropolitan	Northbound	13	13	14	11	
		Southbound	12	12	14	10	
	Victoria	Northbound	36	26	36	28	
		Southbound	36	26	36	26	
	Euston	Northern*	Northbound	44	41	47	40
			Southbound	48	40	47	40
Victoria		Northbound	36	26	36	28	
		Southbound	36	26	36	26	

Source : TfL

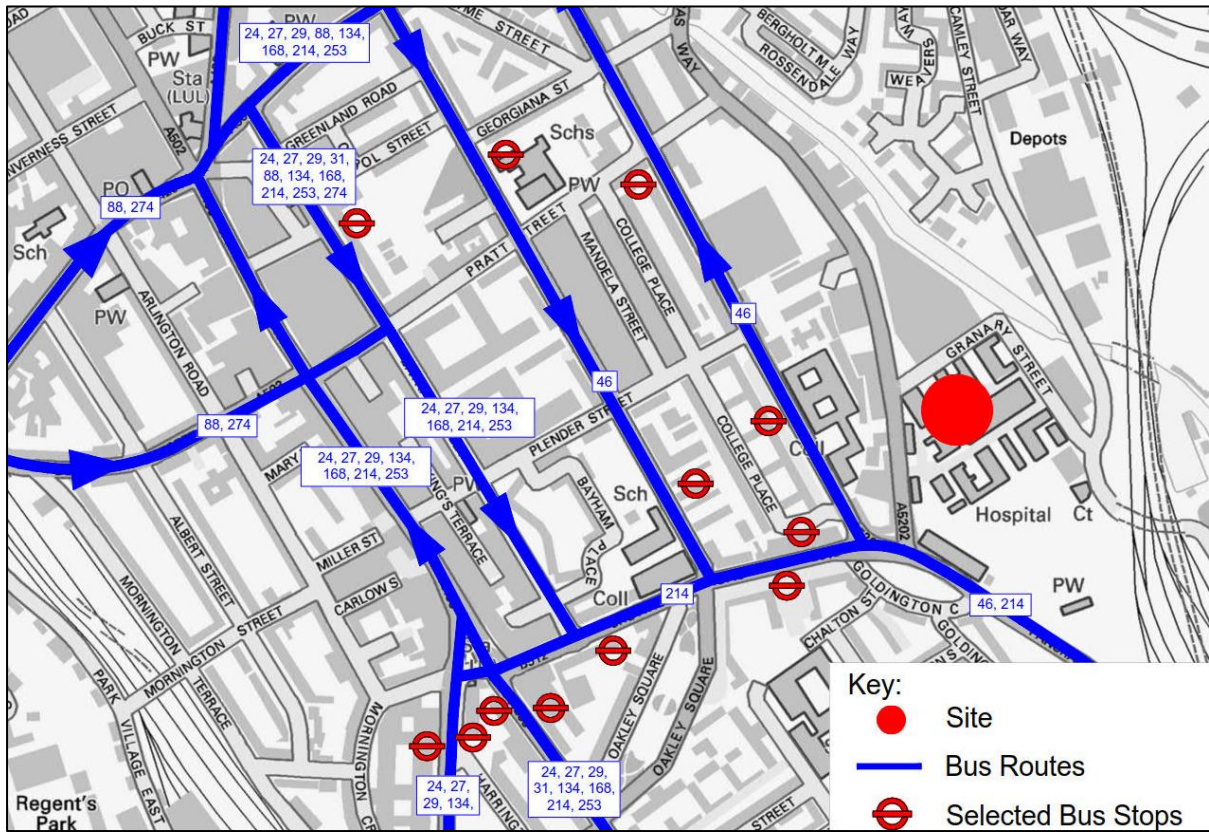
\* Four platforms serve the Northern line

### Public Transport - Bus

3.5.14 Figure 3-7 shows the bus routes operating in the local area and selected nearest bus stops to the Site.

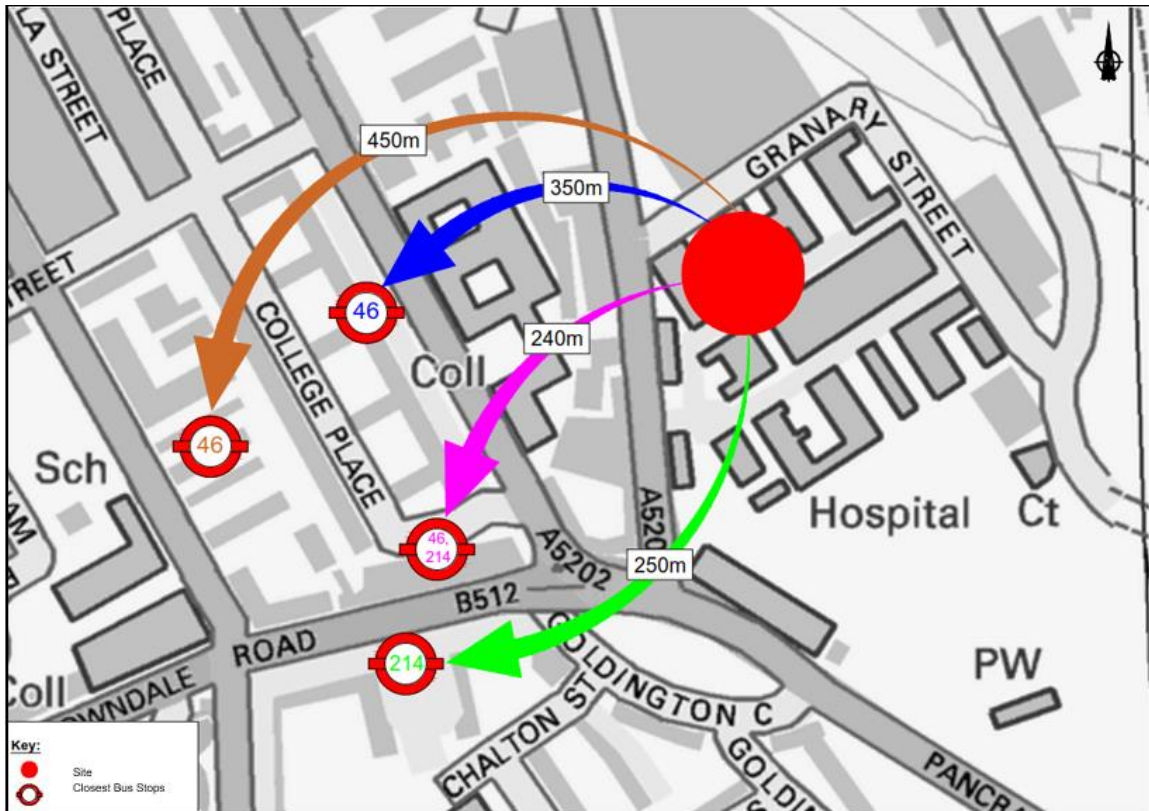
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**Figure 3-7 Local Bus Routes and Selected Nearest Bus Stops**



3.5.15 Figure 3-8 shows the walking distances from the Site to the four nearest bus stops.

**Figure 3-8 Walking Distances to the Four Nearest Bus Stops**



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3.5.16 Table 3-4 provides a summary of local bus stops, services and the facilities available at each stop for the bus routes identified above.

**Table 3-4 Local Bus Stops**

Location	Stop	Services	Direction	Facilities	Walking Distance	Walking Time
Royal College St Crowndale Rd	U	46, 214	Kings Cross	Seating and Shelter, SMS bus arrival updates	240m	3 minutes
	N	214	Camden Town	Seating and Shelter, SMS bus arrival updates	250m	3 minutes
Royal Veterinary College	U	46	Kentish Town	Seating and Shelter, SMS bus arrival updates	350 m	5 minutes
	W	44	Kings Cross	Seating and Shelter, SMS bus arrival updates	450 m	6 minutes
Mornington Crescent Station (Eversholt Street)	F	168, 253	Hampstead Heath	Seating and Shelter, SMS bus arrival updates	550m	7 minutes
	G		Old Kent Road	Seating and Shelter, SMS bus arrival updates		
Mornington Crescent Station (Hardwick Place)	A	24, 27, 19, 134	Hampstead Heath	Seating and Shelter, SMS bus arrival updates	600m	8 minutes
	C		Pimlico	Seating and Shelter, SMS bus arrival updates		

3.5.17 The closest bus routes to the Site are 46 and 214. Details of the routes and frequencies (pre Covid-19) are shown in Table 3-5.

**Table 3-5 Local Bus Stop Frequencies**

Service	Route	AM Peak 08:00-09:00	Inter-Peak 12:00-13:00	PM Peak 17:00-18:00	Off-Peak 20:00-21:00
46	Lancaster Gate Station – St Bartholomew's Hospital	Every 8 - 12 minutes	Every 8 - 12 minutes	Every 8 - 12 minutes	Every 15 minutes
214	Hampstead Lane – Finsbury Square	Every 6 - 10 minutes	Every 6 - 10 minutes	Every 6 - 10 minutes	Every 10 - 12 minutes

Source: <https://tfl.gov.uk/travel-information/timetables/>

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**3.6 Local Highway Network**

- 3.6.1 The A5202 St Pancras Way is a 20 miles per hour (mph) one-way two lane carriageway, it runs north to south along the western side of the Site. There are single yellow lines along this road between Granary Street and Pancras Road. An on-street parking bay is located to the north of the St Pancras Way / Granary Street junction with restrictions Monday to Friday between 0830 and 1730 and a maximum stay of two hours. This parking bay has capacity for approximately seven cars.
- 3.6.2 Granary Street is a 20mph single carriageway road that runs along the northern side of the Site. There are single yellow lines along the entire carriageway except for a section of on-street parking located near the junction to Camley Street on the eastern side of the road. The on-street parking is pay and display Monday to Friday between 0830 and 1830 with a maximum stay of four hours, with capacity for approximately five cars.
- 3.6.3 The Site is located outside of the current Congestion Charge Zone/Ultra Low Emissions Zone (ULEZ). However, TfL intend to extend the ULEZ zone to cover the whole of Camden from October 2021, requiring drivers of certain vehicles to pay a daily fee to drive to the Site.
- 3.6.4 Residential streets surrounding the Site are within a Controlled Parking Zone (CA - G/F), with parking restricted to permit holders only Monday to Friday from 8:30am to 6:30pm. On street parking in the vicinity of the Site is shown in Figure 3-9.

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Figure 3-9 On street Parking in the Vicinity of the Site



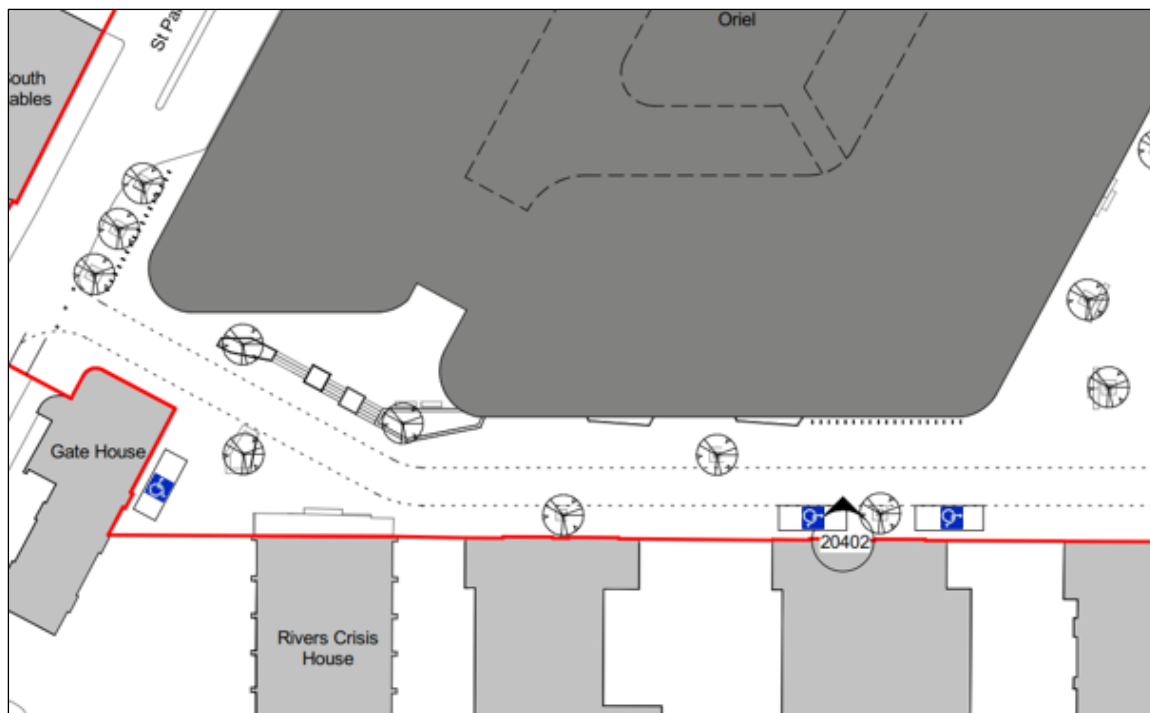
## Oriel Framework Travel Plan

### Blue Badge Parking

- 3.6.5 There are no existing disabled parking bays on Granary Street or St Pancras Way in the vicinity of the Site.
- 3.6.6 Within LBC (outside the Green Badge permit area) blue badge holders may park in the following locations:
- Blue badge bays (if time limit shown, also display clock disc with arrival time);
  - Resident permit parking and shared use permit bays (no charge, no time limit);
  - Paid for parking bays (no charge, no time limit); and
  - Up to 3 hours on single or double yellow lines where there is no loading ban (indicated by blips on kerb), providing arrival time is set and clock displayed.
- 3.6.7 Blue badge holders cannot park in the following locations:
- Where there is a loading ban indicated by kerb markings and a timeplate;
  - In suspended bays;
  - In dedicated disabled bays indicated by a timeplate with a permit number of GRN (for green permits only); and
  - In dedicated user bays such as business, diplomat, doctor, car club, electric, hospital, market trader, loading, taxi, motorcycle and bus stops.
- 3.6.8 Blue badge parking requirements for non-residential developments are set out in Policy T6.5 of the Intend to Publish London Plan. For medical and health facilities the requirement is for 6% of total parking provision to be designated for blue badge parking, and 4% enlarged bays (for future conversion to designated blue badge bays). The Policy also states that all non-residential developments should provide access to at least 1 on or off-street blue badge parking bay.
- 3.6.9 As no general car parking spaces are provided as part of the Proposed Development, the minimum requirement in the emerging draft new London Plan standards (Ref. 1) is the provision of one on or off-street blue badge parking bay. The Proposed Development includes three blue badge bays, with the locations of these bays shown in Figure 3-10.
- 3.6.10 The proposed blue badge bays are located along the shared surface route to the south of the proposed building and accessed via St Pancras Way. As the bays are off the public highway, they will be reserved for staff only and will have to be booked prior to use. No blue badge parking will be provided for patients, although as noted above blue badge holders are permitted to park in pay & display spaces free of charge or on single yellow lines.

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Figure 3-10 Proposed Blue Badge Parking

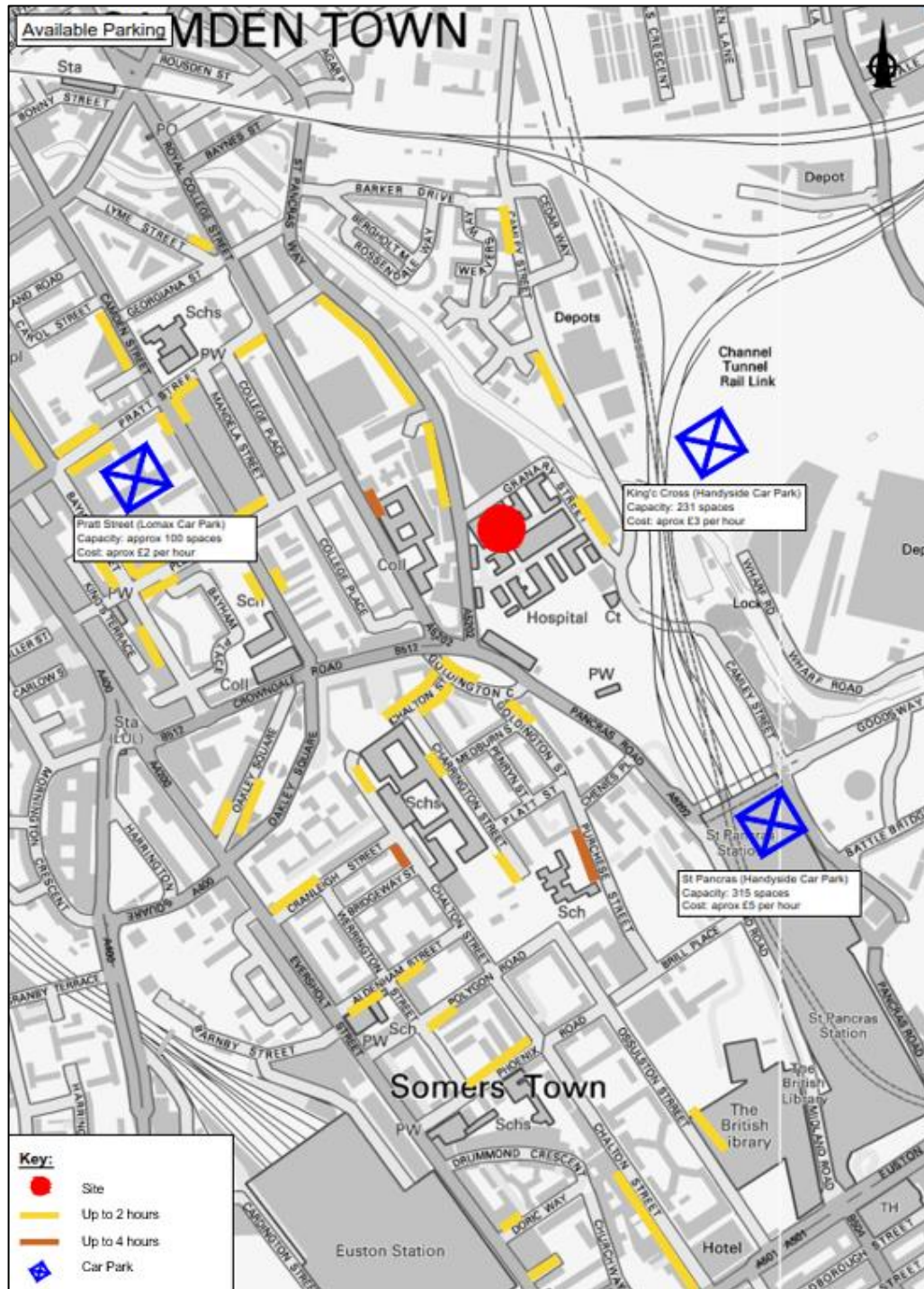


### Car Parking

- 3.6.11 The Proposed Development will not include any general car parking provision, consistent with Policy T6 of the London Plan Intend to Publish (Ref. 1). This is also consistent with the zero car parking provision at the existing Moorfields and UCL IoO buildings on City Road. Staff who travel to the Site by car will be dropped off outside the Site using the drop-off/pick-up bay and/or use public car parking facilities in the area.
- 3.6.12 Within the local area there are three car parks, located at Pratt Street (Lomax Car Park), King's Cross (Handyside Car Park) and at St Pancras International. However, driving to the Site would not be actively promoted and would be dependent on the availability of free parking spaces within these car parks. The car park locations are shown in Figure 3-11 below, and current parking charges (as of July 2020) are shown in Table 3-6.

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Figure 3-11 Local Car Parking to the Site





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**Table 3-6 Parking Charges at Local Car Parks (July 2020)**

Duration of Stay	Pratt Street Lomax Car Park	King's Cross Handyside Car Park	St Pancras Car Park
1 hour	£5.00	£8.00	£8.70
2 Hours			£14.00
3 Hours	£7.00	£12.00	
4 Hours	£9.00		
5 Hours	£10.50	£15.00	£20.00
6 Hours	£12.00		
7 Hours	£13.50		
8 Hours			
9 Hours			
10 Hours	£15.00	£36.00	£26.50
11 Hours			
12 Hours			
24-Hours			£40.70

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## **4. Measures and Initiatives**

### **4.1 Overview**

- 4.1.1 This section outlines a number of measures and initiatives that will be implemented or investigated to meet the key objectives of the Travel Plan and to encourage staff, patients, visitors and students to use the most sustainable mode of travel available when travelling to or from the Proposed Development.
- 4.1.2 A range of individual measures and initiatives for the Proposed Development are outlined in this section. However, it should be stressed that the implementation of single measures or a small number will not be as effective as implementation of a comprehensive package of measures.

### **4.2 Accessibility for All**

- 4.2.1 The Proposed Development has been designed to ensure there is suitable disabled access in line with the relevant regulations, including step free access, lifts and suitable disabled facilities, including toilets and showers.
- 4.2.2 The applicant has commissioned Buro Happold to provide support and accessibility leadership for the 'Last Half Mile' project. This study relates to the journey and user experience between the public transport links and vehicular drop-off to the entrance to the proposed building.
- 4.2.3 The study focusses on the accessibility needs of patients and visitors with a range of disabilities and conditions, and in particular the challenges faced by people with a range of visual impairments from the point of arrival by public transport to entering the proposed building.
- 4.2.4 Figure 4-1 below is an extract from the Last Half Mile study and identifies the elements of an inclusive journey.

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Figure 4-1 Elements of an Inclusive Journey<sup>3</sup>



4.2.5 A programme of engagement with stakeholders is planned and will explore a range of solutions likely to include, but not be limited to the following:

- Reducing or eliminating identified hazards on existing and proposed pedestrian routes;
- Integrated wayfinding and signage, physical wayfinding nodes and technological solutions, connectivity and links;
- Assisted travel systems by TfL;
- Potential introduction of a dedicated accessible shuttle service or bus route;
- Management solutions once the building is operational such as meet and greet arrangements, clear travel guidance, and communication of the support options available.

4.2.6 The Last Half Mile study is presented in Appendix A of the Transport Assessment.

<sup>3</sup> Source: Buro Happold within The Last Half Mile Study which is provided in Appendix A of the Transport Assessment.

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### 4.3 Reduce the Need to Travel

- 4.3.1 The majority of staff, students and visitors are likely to travel to the Proposed Development by sustainable modes of transport due to the lack of car parking spaces and the proximity to cycle, bus and rail facilities.
- 4.3.2 Retail space will be provided on the Site which will reduce the need for staff and students to travel during the working day.
- 4.3.3 The use of telephone and video conferencing facilities will be encouraged to reduce the need for staff to travel to meetings.

### 4.4 Awareness and Engagement

- 4.4.1 A key element of a successful Travel Plan is making sure patients, staff, students and visitors are fully informed of their travel options and understand the aim and objectives of the Travel Plan.
- 4.4.2 A named Travel Plan Co-ordinator will be responsible for the day to day implementation of the Travel Plan and would be the point of contact for all staff, patients, students and visitors. Further details about this role are provided in Section 5.2. It is anticipated that as part of this role, the Travel Plan Co-ordinator will be available to offer staff and students personal travel planning advice if required, with a self-completion questionnaire available to help identify their potential travel options.
- 4.4.3 For the Travel Plan to be effectively implemented, it is important that it is promoted to all staff, patients, students and visitors. The following measures will be taken to promote the Travel Plan:
  - Making a copy of the Travel Plan and contact details for the Travel Plan Co-ordinator easily and clearly available;
  - A travel information leaflet will be produced and distributed to staff, patients, students, and visitors. This leaflet, which would support other travel information already provided, will be kept up to date, in hard copy form on noticeboards or leaflets in the waiting room and would provide information on:
    - Travel Plan aims, objectives and benefits;
    - Local walking and cycling routes;
    - Local bus stops and rail stations;
    - Public transport maps, timetables and information;
    - Contact details of the Travel Plan Coordinator;
    - Promoting specific events such as 'Cycle to Work Days' or 'Green Travel Days.' This could either be in the form of participation in national or local events or organised independently;
    - Providing regular updates on noticeboards and through newsletters / other communications on the progress of the Travel Plan, initiatives and upcoming events;
    - Encouraging staff, students and visitors to provide feedback and ideas on travel initiatives to the Travel Plan Co-ordinator; and

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- Ensuring that the information provided is kept up to date and relevant.

4.4.4 Table 4-1 It is important that all interested parties have opportunities to comment on and influence the measures included in the Travel Plan. The Travel Plan Co-ordinator will invite representatives of all interested parties to form a User Group Panel. This could include representatives from Moorfields Eye Hospital and UCL IoO to represent staff, LBC and eye charities to represent patients. The User Group Panel would assist in the development, management, implementation and review of the Travel Plan to ensure all user needs are fully considered.

4.4.5 Table 4-1 summarises the general measures and initiatives to encourage patients, staff and visitors to travel more sustainably.

**Table 4-1 Awareness and Engagement**

Measure/ Initiative			Responsibility
Ref	Para	Initiative	
A1	4.3.5	Encourage the use of telephone and video conferencing facilities.	TP Coordinator
A2	4.4.2	Appoint Travel Plan Coordinator	Developer
A3	4.4.3	Provide a travel information leaflet	TP Coordinator
A4	4.4.4	Form a User Group Panel to represent staff and patients to ensure all user needs are taken into consideration	TP Coordinator

### 4.5 Walking and Cycling Initiatives

4.5.1 Promoting walking and cycling as a main mode of travel for staff and students is particularly important, as these journeys are made on a regular basis. The focus for patients and their companions will be on the use of public transport. The Site is highly accessible by walking and cycling with easy access to Cycleway 6 which provides a cycle route between Kentish Town and Elephant and Castle. Quietway 1 is proposed to be built near the site which will provide a connection to C6.

4.5.2 Two Santander Cycle Hire docks are located in close proximity to the Site which may encourage staff, students and visitors to cycle to/from the Site. Information will be provided to staff and students as to how this scheme works to raise awareness. In addition, the Lime electric bicycle hire scheme is available within London.

4.5.3 Furthermore, as part of the Proposed Development, cycle parking will include 390 long stay cycle parking spaces within the building, which exceeds the requirements of the emerging Draft New London Plan standards but is slightly short of the 20% uplift LBC require. Also, a total of 112 short stay cycle parking spaces will be provided within the public realm, which exceeds the London Plan requirements and the 20% uplift LBC require.

4.5.4 Shower and changing facilities will be provided on Site.

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- 4.5.5 Information regarding local walking and cycling routes, in particular information on routes to key destinations, will be communicated through travel information leaflets and/or websites. This information will be made available to patients, staff, students and visitors.
- 4.5.6 The Camden Walking and Accessibility Action Plan and Camden Cycling Action Plan will be promoted.
- 4.5.7 The health and cost saving benefits associated with walking will be promoted by providing a link on to the 'Live Well' section on the NHS website<sup>4</sup>. This provides information on the recommended weekly levels of physical activity. The NHS Live-Well website on exercise<sup>5</sup> provides information of the recommended weekly amount of exercise. This includes walking where walking to the Site could form part of a person's weekly levels of physical activity. The NHS Live-Well website also provides a link to the NHS 'Couch to 5k' programme<sup>6</sup> which is designed to encourage people to gradually build up to running 5km or for half an hour in just nine weeks.
- 4.5.8 The initial cost of purchasing bicycles and associated safety equipment and clothing can be a deterrent to cycling. The introduction of the 'Cycle2Work' scheme will be considered, which allows bicycles and safety equipment to be purchased by staff at heavily discounted prices with the costs spread over a 6 or 12 month period.
- 4.5.9 The LBC free bicycle loan scheme 'Try-A-Bike' will be promoted to staff and students. The scheme is aimed at individuals who live, work or study in the Borough that want to try cycling but not have yet decided to buy a bike of their own.
- 4.5.10 The LBC bicycle course 'Camden Cycle Skills for adults' will be promoted to boost confidence on a bike and learn about road safety and bike maintenance.
- 4.5.11 Cycle pumps and key tools will be made available for use by cyclists who need to repair punctures or undertake other minor repairs.
- 4.5.12 Participation in sustainable travel marketing campaigns and events can be an effective method of raising awareness of the health and social benefits associated with walking and cycling. Staff and students will be encouraged to participate in major national campaigns such as 'Bike Week' (June) and 'European Mobility Week' (September). Evidence of these events will be provided in the annual monitoring reports.
- 4.5.13 The possibility of setting up a Bicycle User Group (BUG) will be investigated. The BUG would promote the benefits and social aspects of cycling, campaign for better cycle facilities and encourage cycling among staff across the different organisations with the Site.
- 4.5.14 Table 4-2 summarises the general measures and initiatives to encourage staff to walk and cycle.

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<sup>4</sup> <http://www.nhs.uk/livewell/Pages/Livewellhub.aspx>

<sup>5</sup> <https://www.nhs.uk/live-well/exercise/walking-for-health/>

<sup>6</sup> <https://www.nhs.uk/live-well/exercise/couch-to-5k-week-by-week/>

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**Table 4-2 Walking and Cycling Measures and Initiatives**

Measure/ Initiative			Responsibility
Ref	Para	Initiative	
B1	4.5.2	Promote the use of cycle hire schemes including Santander and Lime.	TP Coordinator
B2	4.5.3	Cycle parking will be provided in accordance with the London Plan: Intend to Publish standards.	Developer
B3	4.2.2	Improvements will be made to the pedestrian infrastructure to encourage individuals to walk to the site.	Developer
B4	4.2.2	Wayfinding signs will be provided for key routes to the Site	Developer
B5	4.5.4	Provide shower and changing facilities	Developer
B6	4.5.5	Provide information on local walking and cycling routes	TP Coordinator
B7	4.5.6	Promote Camden Walking and Cycling Action Plans	TP Coordinator
B8	4.5.7	Provide a link to the 'Live Well' section on the NHS website, including 'walking for health' and 'couch to 5km'.	TP Coordinator
B9	4.5.8	Investigate introducing the 'Cycle2Work' scheme	TP Coordinator / Developer
B10	4.5.9	Promote Camden's 'Try-A-Bike' scheme.	TP Coordinator
B11	4.5.10	Promote Camden Cycle Skills for adults	TP Coordinator
B12	4.5.11	Make key tools available for cyclists	TP Coordinator
B13	4.5.12	Participate in sustainable marketing campaigns – e.g. 'Bike Week'	TP Coordinator
B14	4.6.13	Investigate setting up a Bicycle User Group for staff across the different organisations	TP Coordinator

### 4.6 Public Transport Initiatives

- 4.6.1 The Proposed Development is well served by public transport, with a range of bus, National and International Rail, London Underground and London Overground services available within a short walk of the Site.
- 4.6.2 While walking and cycling will be promoted over public transport use, it is recognised that these will not be practical for all staff, patients, students and visitors. As such, the public transport connections close to the Site will be promoted through the travel information leaflet and on noticeboards and relevant websites, with maps provided along with links to relevant timetable and journey planner information.
- 4.6.3 The use of electronic personal travel planning tools such as 'MyPTP' will be encouraged to optimise commutes by public transport and facilitate mode choice.
- 4.6.4 In addition to providing relevant travel information, the potential to offer interest free loans to allow staff to spread the cost of season tickets rather than making a single payment upfront will be investigated.
- 4.6.5 As part of the Last Half Mile study (refer to Appendix A of the TA), the potential for a shuttle bus to be provided between the Site and key public transport hubs will be explored.

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4.6.6 Table 4-3 summarises the measures and initiatives aimed at encouraging staff and visitors to use public transport.

**Table 4-3 Public Transport Measures and Initiatives**

Measure/ Initiative			Responsibility
Ref	Para	Initiative	
C1	4.6.2	Provide information relating to local public transport connections and timetables	TP Coordinator
C2	4.6.3	Encourage the use of personal travel planning tools	TP Coordinator
C3	4.6.4	Investigate the potential to provide a shuttle bus service to local transport hubs	Developer
C4	4.6.4	Investigate the potential to offer interest free loans	TP Coordinator / Developer

### 4.7 Minimising Private Car Use

4.7.1 The Proposed Development will be essentially car-free, except for the provision of three blue badge parking spaces. This is consistent with policy guidance for a Central London location such as this. This is also consistent with the zero car on-site parking provision at the existing Moorfields at City Road and UCL IoO buildings.

4.7.2 A drop-off and pick-up facility will be provided on St Pancras Way as part of the Proposed Development to accommodate drop-offs and pick-ups associated with Non-Emergency Patient Transfer (NEPT) as well as taxi/private hire and people being dropped off by car.

### 4.8 Delivery and Servicing Plan

4.8.1 To minimise the impact of servicing and delivery activity, a Delivery and Servicing Plan (DSP) has been developed for the Proposed Development and is submitted in support of the planning application. The DSP sets out how deliveries and servicing will be managed to ensure safe and efficient operation of the proposed service area on Granary Street, and how consolidation of deliveries can reduce the number of delivery and servicing trips required.



## **5. Management and Implementation**

### **5.1 Overview**

5.1.1 To help ensure the success of the Travel Plan, it is important that the organisation and management is in place to support the Travel Plan in achieving its core aims and targets. Therefore, a suitable management structure must be in place from the start in order to maximise its effectiveness. The Travel Plan is more likely to succeed if it is supported by a strong management structure and is suitably coordinated.

### **5.2 Travel Plan Management**

5.2.1 A Travel Plan Coordinator (TPCo) will be appointed. The TPCo will be responsible for the delivery, monitoring and review of the Travel Plan with reference to their operations and will report to the management and Developer.

5.2.2 The TPCo will be responsible for the day-to-day operation of the Travel Plan, as well as implementing and promoting measures and monitoring processes.

5.2.3 The TPCo's responsibilities include:

- Responsibility for the delivery and promotion of the Travel Plan;
- Overseeing the monitoring, review and reporting of the Travel Plan;
- Overseeing the implementation and operation of the individual measures and initiatives contained within the Travel Plan;
- Acting as the key point of contact for staff for information, advice and guidance about the Travel Plan and related issues;
- Ensuring that any travel information that is provided in leaflets or company websites is relevant, current and consistent; and
- Liaison with service operators and providers, other local Travel Plan Coordinators and any other relevant organisation.

5.2.4 The occupier will be responsible for the funding of relevant measures and resourcing of their relevant Travel Plan Coordinator responsibilities.

5.2.5 The Travel Plan Co-ordinator will also invite representatives of all interested parties to form a User Group Panel, and organise regular meetings to assist in the development, management, implementation and review of the Travel Plan to ensure all user needs are considered.

### **5.3 Implementation and Maximisation of the Travel Plan**

5.3.1 Once travel behaviour is established it is often more difficult to change, therefore it is anticipated that the Travel Plan will be implemented at the earliest opportunity. It is important that the structure and measures are in place at the earliest opportunity. This will encourage all users to think about their travel choices and be able to make informed decisions.

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- 5.3.2 It will be important that the Travel Plan is suitably marketed, and information on the Travel Plan and initiatives is made easily available to all users. It will also be important to create a strong sense of involvement and ownership in the process to maximise the benefits of the Travel Plan. By encouraging feedback and discussions with the TPCo, staff may feel more involved in the process and ultimately lead to people participating more enthusiastically and in greater numbers. This will also help the TPCo to identify areas where the plan is working / can be improved and provides the opportunity for new ideas to be put forward. Interaction can also be developed through regular newsletters and communications.
- 5.3.3 This Travel Plan is considered a 'live' document and will be regularly updated and amended. The TPCo will be responsible for this, with the support from the management team where necessary.

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## **6. Targets, Monitoring, Review and Action Plan**

### **6.1 Targets**

- 6.1.1 The Travel Plan will ultimately be measured against its success in meeting the targets that are set for it to achieve. TfL travel planning guidance identifies the need for targets to be Specific, Measurable, Achievable, Relevant and Time-based (SMART) and meaningful to all those who are participating in the Travel Plan. Targets that are set need to be done so with the type of development and the key objectives of the Travel Plan in mind.
- 6.1.2 A baseline travel survey of staff, students and patients will be carried out at the existing Moorfields at City Road site prior to the relocation to the Proposed Development. Prior to this it is proposed that an initial target is set which is to achieve an active travel mode share increase of 5% within five years of the initial occupation of the development. This change is expected to primarily come from Underground or bus trips. This target will need to be reviewed following the initial baseline surveys.
- 6.1.3 Mode share for staff/students and patients/companions has been estimated based on census journey to work data for the Camden 019 Middle Layer Super Output Area (MLSOA) in which the Site is located. The census data has been adjusted to take into consideration the car-free nature of the Proposed Development and also to align with drop-off/pick-up data collected at the existing Moorfields at City Road site in June 2019. The mode share derived in this way has been compared to other recent developments in the local area to provide a sense check. Further details on the mode shares can be found in Section 5.6 of the TA. The forecast mode shares for staff and patients are identified in Table 6-1.

**Table 6-1 Mode Shares**

<b>Mode</b>	<b>Staff / Students</b>	<b>Patients / Companions</b>
Underground, metro, light rail or tram	38%	41%
Train	33%	36%
Bus, minibus or coach	14%	15%
Taxi	0%	1%
Motorcycle, scooter or moped	2%	2%
Driving a car or van	0%	0%
Passenger in a car or van	1%	1%
Bicycle	5%	1%
On foot	8%	3%
Other method of travel to work	0%	0%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

- 6.1.4 As noted previously, the Site has good public transport connections and therefore has the potential to attract a number of public transport trips, whilst the only car parking to be provided as part of the Proposed Development is for blue badge holders.

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6.1.5 Following the completion of the baseline travel surveys, targets would be finalised with a view to:

- Maximising the number of trips made on foot and by bicycle;
- Supporting and encouraging staff and students to maintain healthy and active lifestyles; and
- Supporting access to work by all.

### 6.2 Monitoring and Review

6.2.1 The Travel Plan is intended to be a live document, to be continuously reviewed using the information obtained from the ongoing recording of the take-up of initiatives and feedback on measures implemented.

6.2.2 The nominated TPCo will be responsible for ensuring that monitoring takes place and for the distribution of the results. They are also responsible for making sure that the information in the Travel Plan pertaining to the individual initiatives is up to date, as well as continuing to identify new schemes, incentives and benefits for those actively involved in following sustainable travel practices.

6.2.3 The Travel Plan will be reviewed and updated in line with the years 1, 3 and 5 staff and student travel surveys to identify which measures and initiatives are succeeding and which need further adjustment. This will provide the opportunity to identify further measures and initiatives which can be included within the Travel Plan going forward. This will include engagement with the User Group Panel to receive feedback on which measures are popular and which measures need improving.

### 6.3 Action Plan

6.3.1 An indicative action plan has been produced which identifies key decisions and actions that are required. The action plan will act as a guide to key milestones and actions in the evolution of the Travel Plan. The indicative action plan is identified in Table 6-2.

**Table 6-2 Indicative Action Plan**

Task	Timescale	Responsibility
Appointment of Travel Plan Co-ordinator	No later than 6 months prior to first occupation	Developer
Investigation of measures / initiatives	Following the appointment of the TPCo but subject to ongoing review	Travel Plan Co-ordinator
Annual staff and student travel survey	Prior to occupation, and then Years 1, 3 and 5 following occupation of the development.	Travel Plan Co-ordinator
Informal monitoring of measures including cycle and car parking use	Ongoing with annual reporting	Travel Plan Co-ordinator
Informal patient survey and review of initiative take-up	Subject to events and initiatives but at least annually for 5 years	Travel Plan Co-ordinator
Travel Plan Review	Ongoing but with formal reviews in Years 1, 3 & 5	Travel Plan Co-ordinator / Management

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## **7. References**

- Ref. 1. Greater London Authority (2019); The Intend to Publish London Plan.
- Ref. 2. London Borough of Camden (2019); Camden Planning Guidance – Transport
- Ref. 3. Ministry of Housing, Communities & Local Government (last updated 2019); National Planning Policy Framework.
- Ref. 4. Ministry of Housing, Communities & Local Government (last updated 2014); Planning Practice Guidance
- Ref. 5. Greater London Authority (2016); The London Plan - The Spatial Development Strategy for London - Consolidated with Alterations since 2011.
- Ref. 6. Greater London Authority (2016) A City for All Londoners'
- Ref. 7. Mayor's Transport Strategy (2018). Last accessed October 2020.  
<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>
- Ref. 8. London Borough of Camden (2017); Camden Local Plan.
- Ref. 9. London Borough of Camden (2019); Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041: Walking & Accessibility Action Plan
- Ref. 10. London Borough of Camden (2019); Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041: Cycling Action Plan
- Ref. 11. London Borough of Camden (2020); Canalside to Camley Street Draft Supplementary Planning Document



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