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North Crescent

Framework Travel Plan

22/07/2021



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Table of Contents

| | | |
|------------|--|-----------|
| 1. | Introduction | 1 |
| 2. | The Site | 1 |
| 3. | Planning Policy & Standards | 1 |
| 4. | Existing Transport Network | 1 |
| | existing mode share | 1 |
| | PTAL Assessment | 1 |
| | Pedestrian Facilities | 2 |
| | Cycle Network and Facilities | 4 |
| | Public Transport Accessibility | 7 |
| 5. | Development Proposals | 9 |
| | Cycle Parking | 9 |
| 6. | Objectives and Targets | 10 |
| | Objectives | 10 |
| 7. | Targets | 10 |
| 8. | Mode Share Targets | 11 |
| 9. | Travel Plan Management | 12 |
| | Delivery and travel plan management | 12 |
| | Travel plan awareness | 13 |
| | visitor travel | 13 |
| 10. | Measures to Support the Travel Plan | 13 |
| | Design of the proposed development | 13 |
| | Measures | 13 |
| | Information Provision | 13 |
| | Cycling and Walking | 14 |
| 11. | Monitoring and Review | 17 |
| | Travel surveys | 17 |
| | Reporting | 18 |
| | Review | 18 |
| | Summary | 18 |
| 12. | Conclusion | 19 |

Tables

| | |
|--|----|
| Table 4.1 Existing Mode Share | 1 |
| Table 5.1: Proposed Land Uses and Floor Areas | 9 |
| Table 5.2: Cycle Requirements | 9 |
| Table 5.3: Long Stay Cycle Provision | 9 |
| Table 8.1 Proposed and Target Mode Share for Staff | 11 |
| Table 10.1 Descriptions of Travel Plan Actions | 15 |
| Table 11.1 Framework Travel Plan Timescales | 19 |

Figures

Figure 2.1: Site Location1
Figure 4.1 Walking Catchment from Chenies Street3
Figure 4.2: TfL Classified Cycle Routes.....5
Figure 4.3: Cycle Catchment6
Figure 4.4: Public Transport Summary Map.....8

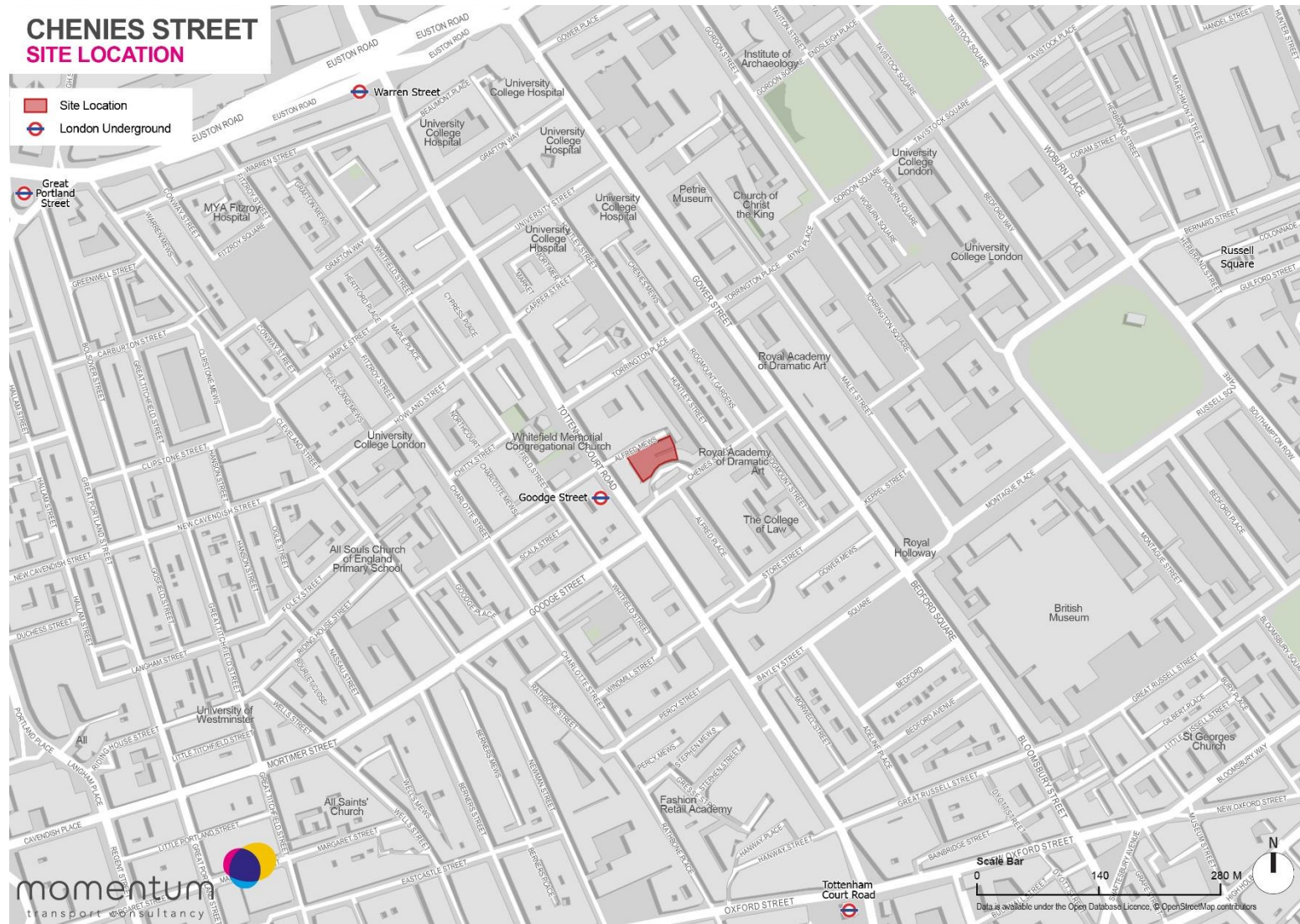
1. Introduction

- 1.1 This Framework Travel Plan (FTP) has been prepared by Momentum Transport Consultancy (Momentum) on behalf of Schrodgers UK Real Estate Fund ('the Applicant') in support of an application for full planning permission and listed building consent of the existing buildings at 1 – 4 North Crescent, 5 North Crescent, Chenies Street, Bloomsbury, WC1E 7PH within the jurisdiction of the London Borough of Camden (LB Camden). The permission seeks for the refurbishment and reconfiguration of the existing buildings; including a one storey extension, plus plant, minor demolition works associated with internal and external alterations to provide additional office accommodation and associated works.
- 1.2 Travel Plans are the key management tool for implementing the transport solutions highlighted in the Transport Assessment and are one of the primary tools for mitigating the transport impacts of a Proposed Development.
- 1.3 The end occupiers of the site are unknown at this stage, so this FTP is a draft Travel Plan. The information will remain 'draft' until the scheme is taken forward for implementation, or one month after the baseline survey is completed following occupation, whichever is sooner and in agreement with the planning authority.
- 1.4 The applicant will manage the FTP and will be responsible for its implementation and further development until a management company or companies are identified.
- 1.5 This FTP has been produced in accordance with the latest Transport for London (TfL) guidance, Travel Planning Guidance (November 2013), and includes objectives aimed at promoting sustainable travel to and from the development.
- 1.6 The Mayor's Transport Strategy (2018) seeks to increase the share of sustainable modes of travel across London's network. The Mayor's Transport Strategy sets out to achieve 80% of travel by public transport or active travel modes (walking and cycling) by the year 2041.
- 1.7 The COVID-19 pandemic of 2020 is significantly disrupting transport systems, which is having both temporary and permanent impacts on mobility and travel patterns. A potential long-term outcome of the pandemic could be a radical increase in the ambitions for active travel mode share, particularly in Central London with the expansion of cycling and pedestrian infrastructure and behavioural changes. The FTP has been produced with consideration for this potential societal shift.

2. The Site

- 2.1 The site is located within the LB Camden on Chenies Street, Bloomsbury. The site's location is provided in Figure 2.1.
- 2.2 The site is accessed via North Crescent, a small one-way street connecting to Chenies Street at both ends, and bounded by Chenies Street to the south, Tottenham Court Road to the west and Huntley Street to the east. To the north is Alfred Mews which runs along the rear of the development.
- 2.3 The site currently consists of 2 separate buildings:
 - Minerva House – existing use office
 - Telephone Exchange – existing use office
- 2.4 Collectively, the buildings are comprised of three floors, plus one basement level and the ground floor level. The basement level is used for office space and cycle parking.

Figure 2.1: Site Location



3. Planning Policy & Standards

3.1 This report has been prepared according to the following guidance which is fully summarised in the Transport Assessment:

- National Planning Policy Framework (2020)
- Good Practice Guidelines: delivering travel plans through the planning process (2009)
- Equality Act (2010)
- The London Plan (2021)
- The Mayor’s Transport Strategy (2018)
- Transport for London Travel Planning Guidance (2013)
- Camden Local Plan (2017)
- Camden Planning Guidance: Transport (2021)
- Fitzrovia Area Action Plan (2014)

4. Existing Transport Network

4.1 The Healthy Streets Transport Assessment (TA) details the existing transport infrastructure and public transport services within the vicinity of the site in full. An overview is reproduced below.

EXISTING MODE SHARE

4.2 Table 4.1 shows the existing assumed mode share of the site according to the 2011 Census Data on Method of travel to work. Note that the Census data has been adjusted so that cars represent 0% of the mode share as the site is currently car-free and it is assumed no existing officer users travel to the site by private car.

Table 4.1 Existing Mode Share

| Method of Travel | 2011 Census Data | Amended Mode Share |
|--------------------------------------|------------------|--------------------|
| Underground, metro, light rail, tram | 38% | 43% |
| Train | 7% | 8% |
| Bus, minibus or coach | 16% | 18% |
| Taxi | 1% | 0.9% |
| Motorcycle, scooter or moped | 1% | 1% |
| Driving a car or van | 11% | 0% |
| Passenger in a car or van | 1% | 0% |
| Bicycle | 7% | 8% |
| On foot | 18% | 20% |
| Total | 100% | 100% |

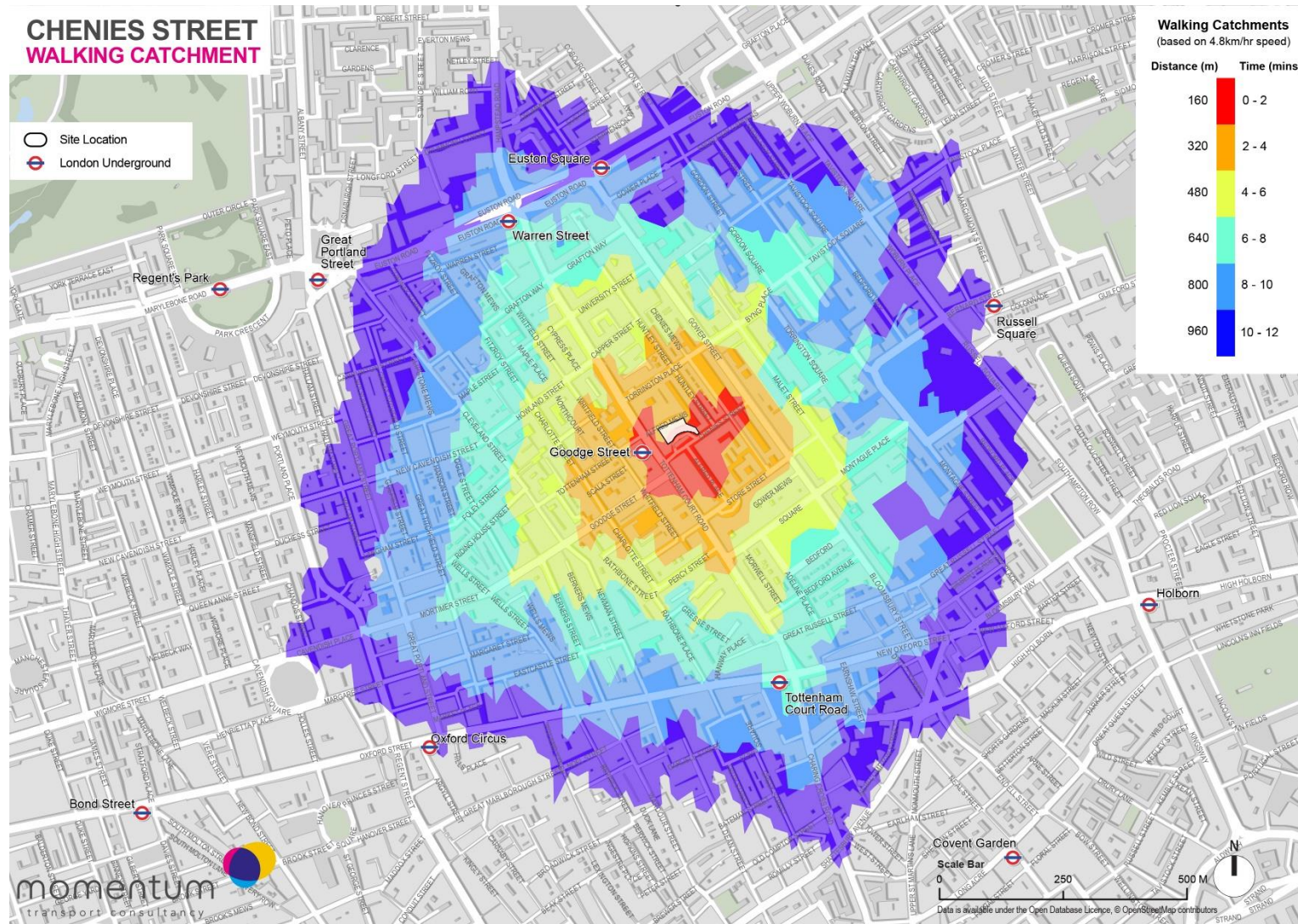
PTAL ASSESSMENT

- 4.3 The TfL WebCAT Planning Tool has been used to calculate the PTAL for the site. The PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to rail and Underground stations.
- 4.4 The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, which is the highest category possible. Public transport options include 21 bus routes and Tottenham Court Road, Warren Street, Goodge Street and Euston Square London Underground Stations are less than 10 minutes' walk away. The Elizabeth line will also connect to Tottenham Court Road Station when completed.

PEDESTRIAN FACILITIES

- 4.5 There is a good provision for pedestrians in the vicinity of the site, with an established network of lit footways and pedestrian facilities, providing access to nearby bus stops and London Underground stations. Footways are provided on both sides of all local roads in the vicinity of the site.
- 4.6 The site is accessed from Chenies Street via North Crescent. Whilst Chenies Street provides footways on both sides of the carriageway, North Crescent only provides a footway on the side at which the development is located, the northern footway. As part of LB Camden's West End Project, Chenies Street has been made one-way to improve the vehicular traffic flow on Tottenham Court Road. Improvements to the crossing at Chenies Street/Tottenham Court Road have also been delivered as part of the West End Project.
- 4.7 Camden's West End Project will provide public realm on Alfred Place, a one-way street perpendicular from Chenies Street to the south. Vehicle access has been made one-way (northbound towards the site) and the remaining road space will be transformed into a green park complete with places to sit and relax.
- 4.8 The pedestrian routes which users of the site currently utilise travelling to / from the site are:
- Chenies Street (to / from the east and west)
 - Tottenham Court Road (to / from the north, south and west)
 - Gower Street (to / from the north, south and east)
- 4.9 A signalled pedestrian crossing on Tottenham Court Road is provided approximately 70m west from the site and on Gower Street approximately 165m east from the site. No formalised pedestrian crossings exist on Chenies Street.
- 4.10 The existing pedestrian facilities within the vicinity of the site are considered good, with no connectivity issues to major routes identified.
- 4.11 Pedestrian access to the rear of the site is limited, with only a very narrow footway on Alfred Mews' southern footway, which is significantly lower than the minimum of 1.8m. As a dead-end Mews only providing access to mostly back of house facilities, this is unlikely to impact on a large number of pedestrians and is of no interest for their pedestrian desire lines.
- 4.12 Figure 4.1 provides an overview of the walking catchment from the Proposed Development site.

Figure 4.1 Walking Catchment from Chenies Street



CYCLE NETWORK AND FACILITIES

- 4.13 Cycling is an important mode of travel to and from the existing site, and its importance in Central London is expected to increase due to the long-term impacts of COVID-19 on mobility.
- 4.14 While the site benefits from good cycling connectivity, no part of the highway network immediately surrounding the site is designated as a TfL Cycleway. However, a Cycleway route on Euston Road can be accessed approximately 900m north of the site, and a Quietway route connecting the British Museum to Southbank can be accessed approximately 700m to the east of the site. TfL classified cycling routes are presented in Figure 4.2.
- 4.15 Tottenham Court Road traverses from north to south along the western border of the site and is a signed local cycle route. The southbound lane is shared by buses and cyclists only, while the northbound lane is for all traffic. Tottenham Court Road provides cyclists with access from the site to the surrounding highway network in the north, south and west. Camden's West End Project has made very large portions of Tottenham Court Road accessible to buses and cyclists only between 08:00 and 19:00 on weekdays, providing substantial improvements to the attractiveness of Tottenham Court Road as a direct north-south cycle route.
- 4.16 Running parallel to Tottenham Court Road, Gower Street traverses from north to south on the eastern side of Chenies Street and is also a signed local cycle route with segregated cycle lanes both northbound and southbound.
- 4.17 Chenies Street provides no marked cycling route, and the highway is shared with vehicles.
- 4.18 There are 32 Santander Cycle Hire docking stations south of the site on Store Street, which lies parallel to Chenies Street. Another 49 docks are provided on Malet Street, 21 on Scala Street and 14 on Charlotte Street, all within a 6-minute walk of the site.
- 4.19 LB Camden entered into a year-long trial with two dockless electric bike operators in August 2019, Jump and Lime. The bikes can be hired through the Jump and Lime apps. The bikes do not need to be picked up or dropped off at specific docking bays, although they must be parked in locations that do not disrupt other cyclists, pedestrians or transport users. No parking zones have been implemented in the borough to cater for the dockless bikes. Other dockless bike operators are currently excluded from LB Camden.
- 4.20 Short-stay cycle parking in the form of Sheffield Stands is also located within the vicinity of the site. There are 5 stands on the southern corner of Chenies Street and Tottenham Court Road and 4 stands opposite the site on Alfred Place.
- 4.21 The cycle catchment within a 20-minute cycle is shown in Figure 4.3.

Figure 4.2: TfL Classified Cycle Routes

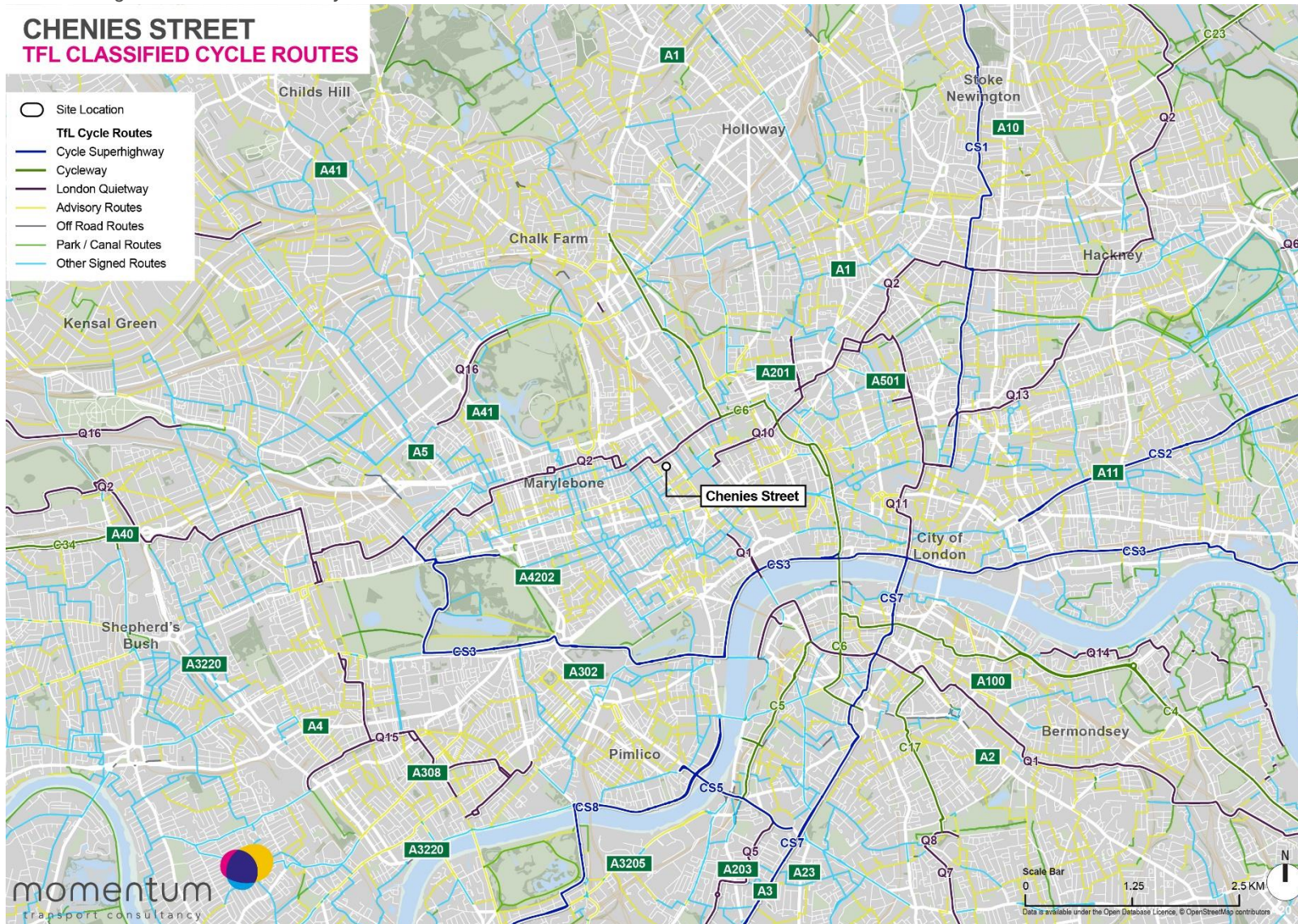
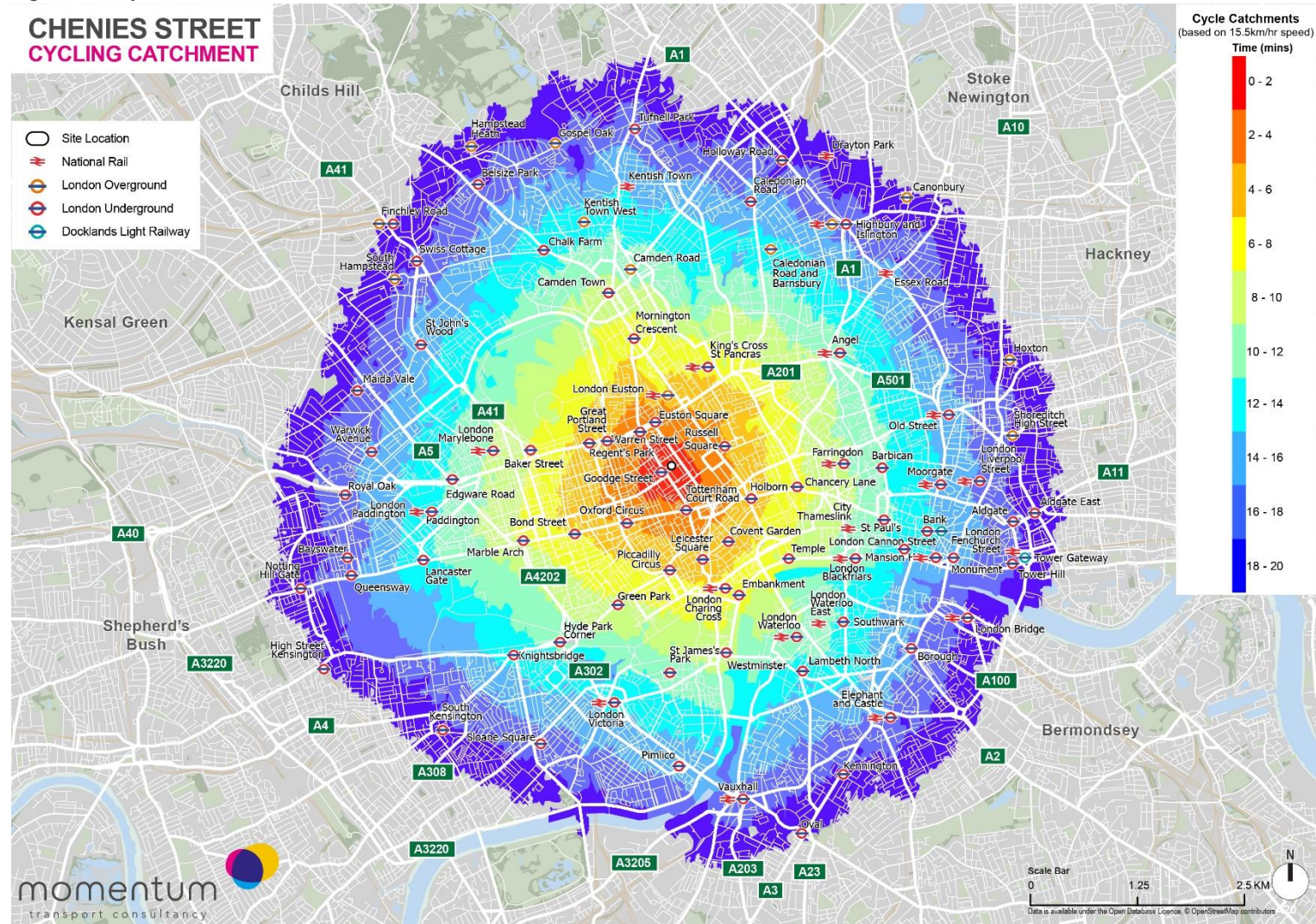


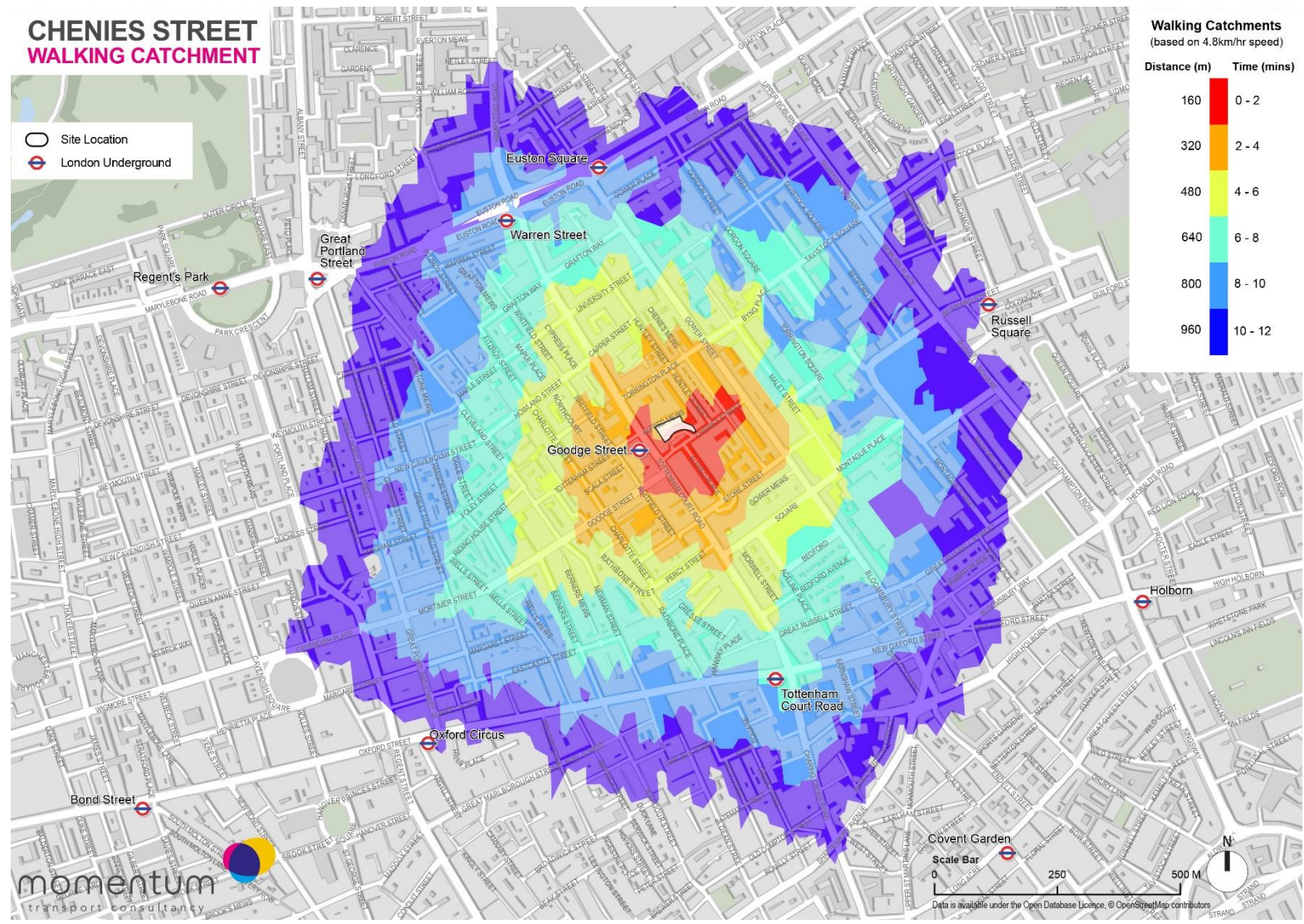
Figure 4.3: Cycle Catchment



PUBLIC TRANSPORT ACCESSIBILITY

- 4.22 The site is very well served in terms of its accessibility to public transport, facilities and amenities located within a 20-minute walk as shown in Figure 4.4. Full descriptions of the London Buses and London Underground services that operate in the area are detailed in the TA.

Figure 4.4: Public Transport Summary Map



5. Development Proposals

- 5.1 The Proposed Development seeks the refurbishment of Minerva House and Telephone Exchange with the additional 1 storey plus plant and public realm improvement in front of the main entrance on the ground level.
- 5.2 The proposed development is for Class E use. Within this, it is all expected to be used as office, and the development proposals have been assessed as office within transport planning documents. Proposed land use areas are shown in Table 5.1

Table 5.1: Proposed Land Uses and Floor Areas

| Land Use | NIA (m ²) | GIA (m ²) | GEA (m ²) |
|------------------|-----------------------|-----------------------|-----------------------|
| Class E (Office) | 5,517 | 8,217 | 8,741 |
| Total | 5,517 | 8,217 | 8,741 |

CYCLE PARKING

- 5.3 Long stay cycle parking would be provided in line with the requirements of the London Plan (2021) and Camden Planning Guidance: Transport (2021). Table 5.2 presents the long stay and short stay cycle parking requirements for the site, assessed as office land use.

Table 5.2: Cycle Requirements

| Land Use | Long Stay | Short Stay |
|------------------|------------|------------|
| Class E (Office) | 141 | 14 |
| Total | 141 | 14 |

- 5.4 It is proposed to provide 141 long stay spaces within the building, with the majority provided at basement level, and some accessible stands provided at ground floor level.
- 5.5 The long-stay and short-stay requirements incorporate an uplift of 20% of the standards provided within the latest Intend to Publish London Plan requirements, representing a very high provision of cycle parking for the site.
- 5.6 A breakdown of the proposed long stay spaces and the type of cycle stand is presented in Table 5.3. This includes a provision of folding bicycle lockers which is considered suitable for this site given its position within the Central Activity Zone and in close proximity to rail termini, as set out in guidance within the Intend to Publish London Plan (2019).

Table 5.3: Long Stay Cycle Provision

| Type of Cycle Stand | Proportion | No. of Spaces |
|---------------------|-------------|---------------|
| Sheffield Stand | 20% | 28 |
| Foldable Locker | 10% | 14 |
| Two-Tier Rack | 70% | 99 |
| Total | 100% | 141 |

- 5.7 It is proposed that the short-stay cycle parking requirements for the proposed development are not provided within the development itself, but rather accommodated within the public realm proposals on North Crescent, on LB Camden public highway.
- 5.8 North Crescent, the crescent-shaped road immediately in front of the southern frontage and main entrance for the proposed development, is proposed to be pedestrianised to facilitate an enhanced pedestrian experience for all pedestrians including visitors to and users of the site. This supports the Healthy Streets Approach in a number of ways, including introducing places to stop and rest, and places where people feel safe, thus strengthening pedestrian facilities to encourage walking as a mode of transport. Furthermore, short-stay cycle parking is proposed to be located within this new public realm, encouraging cycling to the site for visitors by providing highly accessible cycle parking very close to the main entrance.

6. Objectives and Targets

- 6.1 This section of the report sets out the objectives and targets of the FTP based on a review of regional and local policies, and the estimated trip generation for the Proposed Development.
- 6.2 The targets proposed as part of the FTP relate to information provided in the TA. The targets are specific, measurable, attainable, realistic and time-bound, and link directly to the objectives of this interim FTP.

OBJECTIVES

- 6.3 The principal objective of the FTP is to facilitate active and sustainable travel to and from the proposed development at Chenies Street.
- 6.4 To achieve the principal objective, the following elements have been considered:
- Site accessibility (this includes for all groups of people including those with mobility impairments);
 - Use of sustainable transport modes (walking and cycling);
 - Creating awareness of the FTP with the tenants and other users;
 - Influence the travel behaviour of visitors; and
 - Improve the health of staff and minimise the development's impacts on the environment.
- 6.5 These objectives support the principles of a wider Travel Plan (TP) policy.

7. Targets

- 7.1 Upon 75% occupation by tenants, a comprehensive TRICS compliant site user travel and freight survey will be undertaken. These surveys will allow a better understanding of the specific travel characteristics of the on-site staff and visitors.
- 7.2 A full FTP is targeted to be developed within 6-months of the (75%) occupation of the site once it is fully understood how and why people travel to and from the new development site. TfL's iTrace tool will be used when developing the full TP to ensure it complies with TfL best practice guidance and ensure its compliance when conducting surveys. iTrace assists in monitoring and reporting on the performance of sustainable travel and smarter choices initiatives at workplaces, schools and residential travel plan sites.

- 7.3 The FTP provides initial site-specific targets to start with and site-specific targets which will be developed upon occupation and the completion of site audits and TRICS-compliant site user travel and freight surveys. The targets are relating to:
- Specific percentage increase in walking and cycling;
 - Increase in public transport usage; and
 - Ensure that all occupants are aware of the TP and its objectives by a specific period (e.g. within 6 months of TP approval).

8. Mode Share Targets

- 8.1 As determined by TfL Travel Planning Guidance (2013) mode share targets are set at 1st, 3rd, and 5th years as seen below in Table 8.1.
- 8.2 Interim targets for office staff (based on the mode share data in the Transport Assessment) have been identified for the 3rd and 5th year, as shown in Table 8.1.
- 8.3 . The 6-month travel surveys will set out the baseline data.

Table 8.1 Proposed and Target Mode Share for Staff

| Mode of Transport | Proposed Mode Share | 1 st Year Target | 3 rd Year Target | 5 th Year Target |
|----------------------------|---------------------|-----------------------------|-----------------------------|-----------------------------|
| Underground/Overground/DLR | 39% | 38% | 37.5% | 36.0% |
| Crossrail | 10% | 10% | 10.0% | 10.0% |
| Train | 7% | 6.5% | 6.0% | 5.0% |
| Bus | 17% | 16.5% | 16.0% | 15.0% |
| Taxi | 1% | 0.5% | 0.5% | 0.0% |
| Motorcycle | 1% | 0.5% | 0.0% | 0.0% |
| Car | 0% | 0% | 0.0% | 0.0% |
| Car Passenger | 0% | 0% | 0.0% | 0.0% |
| Bicycle | 7% | 8.5% | 9.5% | 11.5% |
| On Foot | 18% | 19.5% | 20.5% | 22.5% |
| Total | 100% | 100% | 100% | 100% |

- 8.4 Targets will be reviewed once the baseline data has been established. Separate targets can be identified for staff and visitors to encourage sustainable modes such as walking and cycling. The baseline data will provide a better understanding of what is achievable and what modal share targets should be set.
- 8.5 An initial 10% mode share for Crossrail has been utilised considering the additional connections that this rail connection would provide once operational. As part of this reallocation to Crossrail, decreases in London Underground and Train mode shares have been forecast.

- 8.6 The impacts of COVID-19 on mobility is expected to result in both temporary and permanent improvements to the cycle and pedestrian infrastructure throughout London, to mitigate an increase in car use as the capacity of public transport services are reduced for social-distancing purposes. This disruption to mobility has the potential to affect the long-term behaviour and choices of transport users. An increased share for active transport modes (cycling and walking) in this TP is targeted for each year, with increases targeted particularly in the first year to reflect the potential infrastructure and attitudinal changes in the immediate aftermath of the COVID-19 pandemic.
- 8.7 The target mode share for public transport modes (train / Crossrail / underground / bus) are proposed to reduce over the 5-year period as active transport mode share targets increase.
- 8.8 Taxis and motorcyclists exhibit a minor proportion of the mode share as the site is car free. It is proposed that both modes are decreased marginally by the end of the five-year target period.
- 8.9 Due to the location in Central London, the mode share for car is set at 0%. This is in line with the Mayoral target to achieve 80% of trips by public transport or active travel by 2041 for London as a whole, and 95% for trips within Central London. This application proposes that 100% of trips targeted to be used by public transport or active travel are achieved within the 5th year of occupation.

9. Travel Plan Management

- 9.1 The effective management of the TP with clearly defined roles, responsibilities and targets is central to achieving the TP objectives.
- 9.2 This section explains how the TP will be taken forward once it has been implemented.

DELIVERY AND TRAVEL PLAN MANAGEMENT

- 9.3 The applicant will identify a management company, potentially the company which will have responsibility for the facilities management within the development, to manage the TP for Chenies Street. The management company will be responsible for the implementation and further development of the TP.
- 9.4 The applicant is responsible for the TP at this stage and will appoint a Travel Plan Coordinator (TPC) once the tenants occupy the site. The TPC may or may not be from the management company. Occupants will be consulted before appointing the TPC. The management company will work with the TPC appointed and the TPC will be responsible for implementing specific measures.
- 9.5 The TPC's responsibilities will include:
- Achieving commitment and support from the occupants;
 - Setting up a forum to facilitate periodical internal meetings and knowledge sharing between Management Company and occupants;
 - Create awareness of the TP and its specific measures;
 - Provide advice on transport-related subjects to occupants and visitors;
 - Liaising with the occupiers on-site and others outside (e.g. stakeholders, boroughs, TfL, public transport operators) wherever necessary;
 - Coordinating the data collection and monitoring the FTP programme; and

- Presenting a business case to secure a budget for developing the TP and ensuring its efficient use.

TRAVEL PLAN AWARENESS

- 9.6 The success of the TP is dependent on the occupant's awareness through promotion and advertisement which will be developed by the management company in conjunction with the future occupiers. Various forms of suitable communication will be used to advise and inform visitors about the travel options and other facilities.
- 9.7 The Action Plan provides more details of the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, public transport, car sharing and the use of other non-single occupant modes of travel.

VISITOR TRAVEL

- 9.8 The TP aims to encourage the journeys to be made by sustainable modes of transport. Visitors to the site will be provided with information (notices and information on the invitations) on how to reach the site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

10. Measures to Support the Travel Plan

DESIGN OF THE PROPOSED DEVELOPMENT

- 10.1 Due to the following features of the development, travel to the site by means other than car use is expected to be the norm. The location of the site, the proximity of nearby public transport connections, the low levels of on-site car parking, and the provision of on-site cycle facilities will encourage sustainable modes of transport to be chosen.
- 10.2 The site has an excellent Public Transport Accessibility Level (Level 6b), due to the excellent connections between the site and the surrounding area.
- 10.3 The amount of on-site long-stay cycle parking proposed meets the requirements of both the Intend to Publish London Plan (2019) and the Camden Planning Guidance: Transport (2019).

MEASURES

- 10.4 This section details the measures that will be introduced by the management company / TPC to the tenants. This is to encourage tenants to implement sustainable transport modes and reduce car use. Table 10.1 sets out the action plan, benefits of the various measures offered and the timescale for their implementation. Implementation will be phased depending on the level of occupation.

INFORMATION PROVISION

- 10.5 The following information will be provided to employees and visitors where applicable:
- Details of the purpose and objectives of the site TP;
 - The contact details of the relevant TPC;
 - The relevant bus network diagram from TfL;
 - A pamphlet from TfL promoting the use of Oyster cards and / or contactless payments;

- Any other information relevant to employee travel including company policies related to allowances and public transit operators and cycle stores (where applicable);
 - Public transport information including bus timetables. TfL Journey Planner and National Rail phone numbers and web addresses; and
 - Cycle information including the location of cycle facilities and nearest safe cycle routes.
- 10.6 Visitor information for land uses requiring a booking which generates a confirmation e-mail, which will include travel information and details of the availability of cycle parking.
- 10.7 Other means of providing information on travel options will be communicated using the following means:
- Notice boards;
 - Staff newsletters;
 - Screens; and
 - Company intranet sites where available

CYCLING AND WALKING

- 10.8 The site TP will include information on safe walking and cycling routes to key off-site destinations, including public transport links. The information will be made available through the internet (where appropriate) and at key locations on site.
- 10.9 Additional information about the TP actions are found in Table 10.1.

Table 10.1 Descriptions of Travel Plan Actions

| Actions | Description | Measures | Benefit(s) | Timescale | Responsibility |
|--|--|---|--|--------------------------------|-----------------------|
| Adoption of TP | Acceptance of the TP ensures it will be a living document | Encourage the tenant to adopt the TP | Adoption of the TP ensures future commitment to the development and implementation | Upon occupancy | Applicant |
| Travel Plan Coordinator | A TPC will be responsible for managing the on-going development, delivery and promotion of the TP | Work with the tenants to identify a TPC for the Site | This will ensure that the TP is taken forward and results are delivered | Upon occupancy | Applicant |
| Establish the Tenant's Forum | The Forum will enable the discussion of building-wide issues and the exchange of TP process / information between the tenant(s) and the management company | Work with the tenants of the development to sign up and attend quarterly meetings | This will ensure that building-wide issues are addressed and that the results are delivered | Upon occupancy | TPC |
| Feedback to the tenant(s) | Promote the TP and achievements made through the Tenants Forum | Feedback to tenant on progress against issues | This feedback will keep the tenant involved and aware of the TP | Upon occupancy | TPC |
| Site and TP Information | Provide information about the Site and the TP | Provide information such as access arrangements, walking, cycling, PT and maps, website links, and real-time journey information through fliers and notices | This will provide staff and visitors with a high level of information to choose their travel options. Catchment maps will show the proximity of the local facilities, amenities and employment | Before occupation and on-going | TPC |
| Discourage visitors from making private car trips | In order to discourage private car trips to the site, the tenant's website will contain detailed information | Information on the tenant's website which lists London Underground, Bus, | Reduce the likelihood of visitors arriving on site by private car. Discourage the use of taxis and private hire vehicles | Upon occupancy | TPC |

| | | | | | |
|------------------------------|---|--|---|--|-----------|
| | on how visitors can access the site through sustainable means | Overground, rail and cycle facilities in the surrounding area | | | |
| Cycle parking | Provide secure cycle parking, storage and changing facilities | Provide cycle parking spaces as detailed in the TA and agree to monitor demand and usage | Provision of secure cycle parking will encourage tenants and their visitors to use bicycles as a mode of travel | This will be implemented when the site is complete | Applicant |
| Pedestrian facilities | Good pedestrian access and permeability | Develop good pedestrian networks within the site and create links with the wider area | The development will encourage employees to walk and provide a pleasant environment | Construction through to occupancy | Applicant |

11. Monitoring and Review

TRAVEL SURVEYS

- 11.1 The monitoring of the site TP will be the responsibility of the TPC who will implement a programme to survey travel patterns and evaluate the success of the plan.
- 11.2 Travel Plans are normally monitored on a five-year cycle, and comprehensive TRICS surveys are not necessary on an annual basis after the initial baseline survey. Therefore, TRICS surveys will be carried out at Chenies Street one, three and five years after the initial baseline travel survey.
- 11.3 These surveys will monitor whenever the mode share targets are met by each land use set out in this document and provide the basis on which any necessary modifications can be made if the site TP targets are not being achieved.
- 11.4 It is proposed that this monitoring will be an ongoing process throughout the lifecycle of the development.
- 11.5 The surveys will follow TfL guidance to ensure their compatibility with iTRACE (the Travel Plan project management tool used by London Boroughs). The TPC will be responsible for populating the iTRACE database.
- 11.6 A standard questionnaire which will need to be adapted to suit the site will usually ask for the following information:
 - Time in and out of the site;
 - Origin and destination postcodes (full if known);
 - Main mode used to access the site – form of travel used for the greatest amount of time;
 - Final mode used to access the site – the last form of travel used before arriving at the site;
 - Time to walk to the site (if applicable);
 - First mode used to leave the site – the first form of travel used when leaving the site;
 - Main mode used to leave the site – form of travel used for the greatest amount of time;
 - Car parking location (if applicable); and
 - If a visitor has a disability affecting their travel to work.
- 11.7 The surveys will be commissioned by the TPC and will be undertaken by an independent fieldwork provider (IPF).
- 11.8 The TPC will be responsible for notifying LB Camden in writing when surveys are going to be undertaken with the name of the IFP who will be carrying out the survey and data analysis work.
- 11.9 The TPC will also monitor the uptake of Blue Badge parking demand to ensure that sufficient facilities are in place to cater for demand.
- 11.10 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a regular basis by the TPC which include:
 - Monitoring the level of usage of cycle parking;

- Monitoring demand for additional cycle parking facilities; and
- Recording comments received from employees relating to the operation and effect of the TP.

REPORTING

11.11 Monitoring reports will be submitted to LB Camden by the TPC after monitoring surveys. The monitoring reports will consider any results from the latest surveys. In the alternate years when surveys have not been undertaken, the TPC will submit a report to LB Camden to outline the progress the site has made towards the implementation of measures set out in the TP / previous monitoring report. It will also include any relevant information from the commercial tenants.

11.12 There will be several different surveys that will be conducted for staff and visitors (separately since not all will apply to each land-use). These include:

- Blue Badge Parking Survey ;
- Travel Survey; and
- Pedestrian Surveys.

11.13 Additional monitoring of the following will be used to assess whether the implementation of certain measures needs to be modified. The following factors will be monitored on a regular basis:

- The level of usage of cycle stands;
- Demand for additional cycle parking facilities; and
- Comments received from employees and visitors relating to the operation and effects of the site TP.

11.14 Information gathered through the monitoring process will be recorded for input to the annual review (outline below). This information will be made available to LB Camden and TfL.

REVIEW

11.15 The site TP will be reviewed on an ongoing basis and updated on an annual basis within two months of completing the monitoring surveys. It is anticipated that feedback made by LB Camden on the Monitoring Reports will be used in the review process.

11.16 The review (and subsequent targets) will be discussed. If the targets are not being met, then measures will be discussed with LB Camden as to how to ensure the targets can be achieved.

SUMMARY

11.17 The applicant will work with the tenants to identify a TPC to ensure the future development of the TP.

11.18 The management company will oversee the monitoring and review of the TP to ensure the document reflects the changing requirements of the site and is up-to-date with travel planning options available.

11.19 The applicant will ensure suitable funding, through agreement between the management company and the tenants, for how the TP is delivered and the on-going monitoring and review.

11.20 Table 11.1 provides the plans and timescales for the monitoring and review of the TP.

Table 11.1 Framework Travel Plan Timescales

| Action | Timescale |
|---|--|
| Baseline travel surveys (TRICS / iTRACE) | Within 6 months of occupancy |
| Future travel surveys (TRICS / iTRACE) | 3 rd and 5 th year |
| Tenant Forum Meetings | Quarterly |
| Feedback to the management company | Quarterly |
| Comprehensive and strategic review of all aspects of the TP | 6 months, 3 rd and 5 th year |

12. Conclusion

- 12.1 This document is an appendix to the TA to set out the aims and objectives of the TP, which will accompany the Chenies Street planning application.
- 12.2 TPs are tools to help minimise vehicle trips to a prospective development by setting out an effective framework encouraging public and active transport usage, as well as to ensure active travel is encouraged. This works in line with the Mayor’s aims of promoting these transport methods and it is highly important that tenants support and implement the FTP as an overarching strategy for the site.
- 12.3 This TP sets out an initial framework of the key actions which will be taken to achieve the mode share targets which have been set for the development. These will support the Mayoral target to 95% of trips by public transport or active travel by 2041 within Central London, with 100% of trips targeted to be by public transport or active travel in the 5th year of occupation.
- 12.4 Travel surveys will be carried out to assess the travel patterns of different user groups within the development. The results of these surveys will be used to assess the efficiency of the FTP and determine whether changes should be made.