

Astir Living Limited

156 West End Lane, West
Hampstead
Residential Travel Plan

November 2021

transport planning practice



Contents

1 Introduction 1

2 Background 3

3 Site Assessment 4

4 Travel Surveys 9

5 Objectives 10

6 Targets 11

7 Packages of Measures 13

8 Management 18

9 Monitoring and Review 20

10 Action Plan 21

11 Funding 22

12 Servicing 23

Tables

Table 3.1 – Description of Public Transport Accessibility Levels (PTAL) 4

Table 3.2 – Local Bus Services 5

Table 3.3 – Underground Weekday Peak Hour Frequencies 6

Table 3.4 – London Overground Weekday Peak Hour Frequencies 6

Table 3.5 – Thameslink Weekday Peak Hour Frequencies 6

Table 4.1 – Proposed multi-modal residential split 9



Table 6.1 – Modal shift targets11

Table 10.1: Action plan21

1 INTRODUCTION

- 1.1.1 Transport Planning Practice is appointed by Astir Living Limited to provide travel planning advice in relation to the proposed redevelopment at 156 West End Lane, West Hampstead, London, NW6 within the London Borough of Camden (LBC).
- 1.1.2 A planning application was submitted in 2016 for the demolition of the existing buildings and erection of two new building to provide a residential-led mixed-use scheme. On 14th July 2021, a Section 73 was approved (reference number 2019/4140/P) to provide a further 16 residential units to the original permission.
- 1.1.3 The proposals comprise 180 residential units (C3 use class), flexible non-residential use (classes A1-A3, D1, D2), employment floor space (B1 use class) and community meeting space (D1 use class).
- 1.1.4 This Residential Travel Plan has been prepared to satisfy Clause 4.17 of the Section 106 Agreement for this development. This document has been prepared in accordance with Camden's Planning Guidance Transport (2021) and TfL guidance.
- 1.1.5 The key aim of this Residential Travel Plan is to encourage future residents to travel to and from the site using sustainable modes.
- 1.1.6 The remainder of the report is set out as follows:
- **Section 2 - Background:** detailed information about the development.
 - **Section 3 - Site Assessment:** details of local transport services, and walking and cycling routes within the area.
 - **Section 4 - Travel Surveys:** sets out the likely modal split of the future residents and when travel surveys will be undertaken.
 - **Section 5 - Objectives:** sets out the objectives that the Residential Travel Plan aims to achieve.
 - **Section 6 - Targets:** provides specific targets to encourage and monitor modal shift.

- **Section 7 - Package of Measures:** provides details of the measures that will be implemented in order to achieve the set targets.
- **Section 8 - Management:** provides details of how the travel plan will be managed.
- **Section 9 - Monitoring and Review:** outlines how the document will be monitored and reviewed.
- **Section 10 - Action Plan:** provides a list of the actions which sets out what measures will be implemented and when, and who is responsible for them.
- **Section 11 - Funding:** details how the travel plan will be funded on an ongoing basis.
- **Section 12 – Servicing:** provides details of the measures that will be implemented to mitigate impacts from deliveries and servicing to the site.

2 BACKGROUND

2.1 Proposed development

2.1.1 The proposals comprise 180 residential units (C3 use class), flexible non-residential use (classes A1-A3, D1, D2), employment floor space (B1 use class) and community meeting space (D1 use class).

Access arrangements

2.1.2 The proposed vehicular access point will be located on West End Lane. The proposed access road will be able to accommodate two-way traffic and pedestrian access.

2.1.3 Pedestrians and cyclists will be able to gain access to the site from West End Lane (via the proposed new vehicular access and Potteries Path) and from the east via Potteries Path/Crown Close/Lymington Road.

Car parking

2.1.4 The proposed development will be car-free although eight disabled parking spaces will be provided and allocated for wheelchair accessible residential units. Residents will not be eligible to apply for residents parking permits for the borough.

2.1.5 Two spaces have been identified for electric vehicle charging points, with the remaining spaces having passive provision.

Cycle parking

2.1.6 The proposals will provide a total of 287 long-stay cycle parking spaces for residents spaces of which 5 will be for adapted cycles and will be located in dedicated stores internal to each building. In addition to the long-stay spaces, 10 easily accessible short-stay spaces for visitors to the residential development will be provided.

3 SITE ASSESSMENT

3.1 Site location

3.1.1 The site is located at 156 West End Lane, West Hampstead in LBC. It is bounded by residential properties fronting Lymington Road to the north, a publicly accessible Multi Use Games Area (MUGA) to the east, by Network Rail railway tracks to the south and by West End Lane to the west. The site is not within a conservation area, however the West End Green Conservation Area is located directly to the north.

3.1.2 West End Lane runs along the site's western boundary and provides the sole point of access for vehicles. The site is bounded to the south by Potteries Path. This is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane.

3.2 Public Transport

3.2.1 The site benefits from excellent public transport links, being close to a number of different bus services as well as West Hampstead's Thameslink, London Overground and London Underground Stations. Details of the services are outlined in the following paragraphs.

Public Transport Accessibility Level (PTAL)

3.2.2 The PTAL methodology for assessing a site's accessibility is calculated using an index based on the proximity and frequency of public transport services. The index level is grouped into six PTAL bands, with the highest and lowest subdivided into two, as shown in Table 3.1.

Table 3.1 – Description of Public Transport Accessibility Levels (PTAL)

Index	PTAL Level	Description
0.01 to 5.00	1a, b	Very poor
5.01 to 10	2	Poor
10.01 to 15	3	Moderate
15.01 to 20	4	Good
20.01 to 25	5	Very good
25.01+	6a, b	Excellent

3.2.3 TfL's WebCAT website confirms that the site has a PTAL rating of 6a, which indicates an excellent level of access to the public transport facilities.

Buses

3.2.4 The site is well connected to the London Bus Network with five bus routes serving the site on West End Lane. The nearest bus stop (Stop N) is located opposite the site on the western side of West End Lane. Services in the opposite direction can be accessed from Stop W which is approximately 110m (circa 1-2 minutes walk based on a walking speed of 80-100m/min or 3mph) to the south of the site by the West End Lane junction with Blackburn Road.

3.2.5 The available bus routes, approximate distance from the site to the bus stop and frequency of services each way per hour is set out in Table 3.2.

Table 3.2 – Local Bus Services

Service	Route	Stop	Distance (m)	AM Peak buses / hr	PM Peak buses / hr
C11	Brent Cross – Archway Station	W	110	6	6
	Archway Station – Brent Cross	N	60	6	6
139	West End Green – Waterloo Station	W	110	8	8
	Waterloo Station – West End Green	N	60	7	7
328	Golders Green Station – Chelsea Worlds End	W	110	5	5
	Chelsea Worlds End – Golders Green Station	N	60	6	6
187	West Hampstead – Central Middlesex Hospital	FB	620	5	5
268	West Hampstead – Golders Green	FB	620	5	5
Total				48	48

London Underground

3.2.6 West Hampstead London Underground Station is located approximately 250m (circa 2-3 minute walk) to the south of the site. Access to this station is via West End Lane. From here the Jubilee Line provides direct access to much of Central London and a number of key transport hubs including Waterloo, London Bridge and Stratford. Table 3.3 shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.3 – Underground Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
Jubilee	West Hampstead	Northbound	28	29
		Southbound	30	30
Total			58	59

London Overground

3.2.7 West Hampstead London Overground Station is located approximately 170m (circa 2-3 minute walk) to the south of the site. Access to the station is also via West End Lane. From here the London Overground Line provides direct access to a number of different stations including Richmond, Clapham Junction and Stratford. Table 3.4 shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.4 – London Overground Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
London Overground	West Hampstead	Eastbound	10	10
		Westbound	10	10
Total			20	20

West Hampstead Thameslink

3.2.8 West Hampstead Thameslink Station is located approximately 150m (circa 2 minute walk) to the south of the site. Step free access to the station is provided from West End Lane. From here Thameslink services provide direct access to a number of different stations including Kings Cross, London Blackfriars, St. Albans, Luton and Sutton. Table 3.5 shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.5 – Thameslink Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
Thameslink	West Hampstead	Eastbound	8	7
		Westbound	4	4
Total			12	11

3.3 Walking and cycling

3.3.1 The site is located in an area with an established network of footways. Due to its London location, numerous public transport services, employment opportunities and amenities can be accessed on foot. Details of the existing pedestrian infrastructure on each of the roads surrounding the site are provided below.

West End Lane

3.3.2 West End Lane runs along the site's western edge and provides one of the pedestrian access points into the existing site. The footways on West End Lane are regarded as being satisfactory, of standard width and well lit.

3.3.3 A signal controlled pedestrian crossing is located directly in front of the site, which provides a formal crossing point to West Hampstead Thameslink Station entrance. An additional signal controlled pedestrian crossing is located approximately 80m to the south on West End Lane enroute to West Hampstead Underground and Overground Stations.

3.3.4 West End Lane is highlighted as a route for cyclists through the use of signs and sections of on-carriageway advisory cycle lanes. In addition, a number of the signal controlled junctions have Advanced Stop Lines (ASLs) for cyclists.

Potteries Path

3.3.5 Potteries Path is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane. The current path is approximately 3.0m wide and bounded by high (approx. 2.0m) walls either side.

3.3.6 However, the route will be re-designed as part of the development proposals resulting in a wider pedestrian/cycle path with an active frontage along its entire length in front of the site. In addition, landscaping and vegetation, places to rest and cycle parking will be provided at the western end of the route and the new Central Courtyard.

3.4 Local Highway

3.4.1 The B510 West End Lane, runs in a north-south direction. It is not part of part of TfL's strategic road network (TLRN). In front of the site, the road is single carriageway, subject to a 20mph speed limit, with single yellow lines on either side of the road and no loading restrictions at certain times of the day. A signal

controlled pedestrian crossing is located directly in front of the site with zig-zag lines that prevent vehicles from parking or waiting.

- 3.4.2 To the north of the site, West End Lane enters into Fortune Green Road before joining the TLRN at the A41 Finchley Road. To the south, West End Lane enters Abbey Road and beyond provides a number of links into Central London.
- 3.4.3 The site falls within the CA-R (a) Camden Council Controlled Parking Zone (CPZ). This zone is in operation Monday to Friday from 08:30-18:30.

4 TRAVEL SURVEYS

4.1.1 As the proposed residential development has not been built yet, it is not possible to carry out a travel survey. Baseline travel surveys will be undertaken six months after occupation. A substantial review of the Travel Plan will be undertaken following the baseline surveys and an updated Travel Plan prepared and submitted to LBC.

4.1.2 In the interim, a travel mode split has been predicted for the development proposals using 2011 Census "Method of travel to work" data for the Camden 010E Lower Layer Super Output Areas where the site is located. The modal split excludes categories such as "working from home", "unemployed" and has been adjusted to account for the limited car parking provision on-site. Table 4.1 shows predicted the multimodal split for the proposed residential element of the proposals.

Table 4.1 – Proposed multi-modal residential split

Mode	Adjusted Mode Split
Underground	60%
Train	14%
Bus, minibus or coach	8%
Taxi or minicab	0%
Motorcycle, scooter or moped	1%
Driving a car, van or HGV	5%
Passenger in a car or van	0%
Bicycle	4%
On foot	7%
Other	0%
Total	100%

4.1.3 As can be seen from Table 4.1, that the majority of trips associated with the proposed residential development will be undertaken by public transport which amounts to 82% of trips. Car/van driving will account for 5%, walking for 7%, cycling for 4% and motorcycle riding for 1%.

4.1.4 As noted above, this travel mode split is predicted and will be re-calculated following the baseline travel surveys undertaken six months after occupation. Future travel surveys will be undertaken in years 1, 3 and 5 after the baseline surveys.

5 OBJECTIVES

5.1.1 The key aim of this Residential Travel Plan is to encourage future residents to travel to and from the site using sustainable modes of transport and not rely on private car use.

5.1.2 The main objectives of the Residential Travel Plan are to:

- Raise awareness of all sustainable modes of travel available to residents.
- Promote healthy lifestyles and sustainable, vibrant local communities by promoting the health benefits of walking and cycling, and raising awareness on the impacts of transport modes on the environment.
- Encourage residents of the site to move up within the sustainable transport hierarchy (e.g. from public transport to cycling).
- Reduce the number of trips by private car, particularly single occupancy trips.
- Encourage car-sharing or use of car clubs in order to reduce single occupancy vehicle use.
- Monitor travel patterns and identify opportunities to encourage travel by walking and cycling.

6 TARGETS

- 6.1.1 The Residential Travel Plan targets have been based on the “**SMART**” philosophy of **S**pecific, **M**easurable, **A**ppropriate, **R**ealistic and **T**imed targets and should positively focus on maintaining the use of and encouraging further use of sustainable modes (e.g. cycling and walking).
- 6.1.2 The targets presented in this section are in line with the above objectives and will focus on the shifting travel behaviour towards more sustainable forms of transport. The targets will also be in line with the Mayor’s Transport Strategy which aims to achieve 80% of Londoners’ trips to be made on foot, bicycle or public transport by 2041 (an increase of 17% compared to the 63% from 2015).
- 6.1.3 The main target will be to minimise car trips to and from the development and to promote the use of alternative, sustainable travel modes. In advance of the baseline surveys, Table 6.1 sets out the provisional mode shift targets for the residential development.

Table 6.1 – Modal shift targets

Mode	Baseline	Year 1	Year 2	Year 3
Underground	60%	60%	59%	58%
Train	14%	14%	13%	11%
Bus, minibus or coach	8%	8%	7%	6%
Taxi or minicab	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car, van or HGV	5%	5%	4%	3%
Passenger in a car or van	0%	0%	0%	0%
Bicycle	4%	4%	7%	10%
On foot	7%	7%	9%	11%
Other	0%	0%	0%	0%
Total	100%	100%	100%	100%

- 6.1.4 The suggested targets represent what is considered to be an achievable increase for walking and cycling, and a move towards sustainable travel as a result of the introduction of the Residential Travel Plan and the proposed sustainable transport measures within it. As seen from Table 4.1, it is predicted that the majority of the development trips are expected to travel sustainably and therefore it is essential that this is achieved and improved.

6.1.5 It should be noted that the targets in Table 6.1 are provisional and that they will be updated in-line with the results of the baseline survey and substantial review and update of the Travel Plan six months after occupation. In addition, the Residential Travel plan will be reviewed after each travel survey at which point if targets have not been achieved, amendments will be agreed between LBC and the Travel Plan Co-ordinator (TPC).

7 PACKAGES OF MEASURES

7.1.1 A range of Travel Plan measures will be implemented to bring together a co-ordinated approach to encourage residents to use sustainable modes of transport.

7.2 Physical Design

7.2.1 'Hard' engineering measures will be incorporated into the design of the development which will influence travel patterns, and will have a significant impact upon reducing dependence upon the private car from the outset. These are set out below.

Car parking provision

7.2.2 Eight disabled parking spaces will be provided for the wheelchair accessible units in the development. With the exception of these spaces, the development will be car-free. Residents will also not be eligible to apply for residents parking permits for the borough. This is expected to influence travel trends towards sustainable forms of transport.

Electric car charging points

7.2.3 Two parking spaces have been identified for electric vehicle charging points, with the remaining spaces having passive provision.

Cycle parking provision

7.2.4 The proposals will provide a total of 287 long-stay cycle parking spaces for residents spaces of which 5 will be for adapted cycles and will be located in dedicated stores internal to each building. In addition to the long-stay spaces, 10 easily accessible short-stay spaces for visitors to the residential development will be provided.

Walking and cycle facilities improvements

7.2.5 A financial contribution of £66,762 secured by the Section 106 Agreement has been made to the Council towards the costs of carrying out improvement works in the public highway. Part of this includes repaving of the footway in front of the site and providing measures for cyclists at the junction of Potteries Path and West End Lane (e.g. dropped kerbs, give-way markings and signs).

7.2.6 Potteries Path will be re-designed as part of the development proposals resulting in a wider pedestrian/cycle path with an active frontage along its entire length in front of the site. In addition, landscaping and vegetation, places to rest and cycle parking will be provided at the western end of the route and the new Central Courtyard.

7.2.7 Further, a financial contribution of £70,000 secured by the Section 106 Agreement has been made to the Council towards the costs of pedestrian, cycling and public realm improvements in the vicinity of the development.

7.3 Travel information and awareness initiatives

7.3.1 The following paragraphs describe a number of measures and initiatives proposed to provide information about travel options to residents at the development.

Information Packs

7.3.2 All residents moving into new properties will be provided with a Travel Information Pack by the sales and marketing team when they exchange contracts to purchase a property or sign tenancy agreements. The content of the Travel Information Pack is expected to include the following:

- an explanation of the Residential Travel Plan, its purpose, aims and objectives and measures;
- contact details for the estate management team;
- information on the location of local amenities and services;
- information on the health benefits of walking and a map showing the areas accessible on foot with typical journey times;
- information on the health benefits of cycling and a map showing the areas accessible by cycle with typical journey times;
- information on the cycle tools in TfL journey planner;
- information on cycle training available to people living or working in LBC;

- information re-affirming the inability of residents to purchase a CPZ parking permit;
- bus network maps and timetable information;
- London Underground and rail network maps and timetables; and
- links to TfL journey planner website and National Rail website which provide journey planning and live departure information.
- Links to journey planning Apps such as City Mapper
- Information about how some employers offer season ticket loans which result in financial savings over the cost of buying individual public transport tickets.
- Location map of the nearby car club bays and information on how to become a member.

7.4 Initiatives to encourage walking and cycling

7.4.1 Walking and cycling are considered the most important modes at a local level, being sustainable and healthy. Residents will also be made aware of the cycle advice available within the TfL journey planner.

7.4.2 The residents will have access to cycle parking as described earlier in this chapter and will benefit from having a good connection to West End Lane and the wider cycle network beyond.

7.4.3 Advertise that some employers offer money saving incentives to travel sustainably such as the Cycle to Work scheme. This allows for the purchase of a new cycle paid for by the employer with an interest-free loan which is then paid back by the employee on monthly basis. Purchasing a cycle using this method usually results in a tax saving on the cost of the cycle. The Cycle to Work scheme will be marketed through the Travel Information Packs and throughout entrance lobbies on noticeboards.

7.5 Initiatives to encourage public transport use

7.5.1 The Information Pack will provide detailed information on the public transport services available from the site which will include route maps. Information on the

TfL online journey planner and live bus stop tracking websites and smartphone applications will also be provided.

7.5.2 The Information Pack will also provide information on interest free season ticket loans. These are loans provided by employers to employees to buy season tickets which result in financial savings over the cost of buying individual public transport tickets. The loan would be repaid through monthly payments taken from the employee's salary. This may encourage residents to liaise with their employers to see if they provide such loans.

7.5.3 Further, a financial contribution of £15,000 secured by the Section 106 Agreement has been made to Council towards the costs of providing a new bus stop shelter at bus stop N next to the site.

7.5.4 Advertise that some employers offer money saving incentives to travel sustainably such as interest-free season ticket loans. These allow for bus or rail season tickets to be purchased upfront often resulting in a cost saving when compared to paying for tickets on a daily, weekly or monthly basis. The cost of the loan is deducted on a monthly basis from the employee's salary. Interest-free season ticket loans will be marketed through the Travel Information Packs and throughout entrance lobbies on noticeboards.

7.6 Initiatives to reduce car use

7.6.1 The car free nature of the development will go a significant way to limiting car ownership with only disabled parking available on-site for the wheelchair accessible units.

7.6.2 In addition to the above, it is considered that further initiatives to reduce car use will be achieved organically through the highly-accessible town-centre location of the development and actively through promotion of public transport, walking, cycling and car sharing.

7.7 Cycle training

7.7.1 LBC provides free cycle training for people working, studying or living in Camden. Training events can be promoted to residents via the information packs. This is expected to encourage them to select cycling as a primary mode of transport.

7.8 Provision of broadband internet access

- 7.8.1 All residential units within the development will be able to access broadband subject to signing up to an Internet Service Provider. This would provide residents with the ability to consider working from home, undertake web-based shopping and provide access to travel information. The current Covid-19 Pandemic has further encouraged people to do such things.

8 MANAGEMENT

8.1.1 A Travel Plan Co-ordinator (TPC) will be appointed who will be responsible for implementing, managing and promoting the Residential Travel Plan to residents. The TPC will be a member of the estate management team. This company will be appointed prior to the occupation of the development and the role and duties of the TPC will be outlined within the contract for the site management.

8.1.2 The amount of time required to undertake the duties associated with the Travel Plans will vary depending on a specific task. However, the TPC will allow sufficient time to carry out the measures outlined in the Action Plans and to undertake the maintenance of necessary systems, data and paperwork for the Residential Travel Plan.

8.1.3 The roles and responsibilities of the TPC will include the following:

- Undertaking the substantial review and update of the Travel Plan following the baseline travel surveys six months after occupation.
- Preparation and distribution of Travel Information Packs to residents.
- Arranging the baseline travel surveys and the subsequent travel surveys at years 1, 3 and 5, and reviewing of the data.
- Review and monitoring of the results of the travel surveys and update of the Residential Travel Plan accordingly by setting new targets and implementing measures to achieve them. The results of the travel surveys will be reported to the LBC Travel Plan Officer.
- Provide a point of contact for the residents with regard to transport issues or queries. Includes assisting residents with personal travel planning.
- Provide up-to-date information on walking, cycling and public transport to residents through range of measures, i.e. by emails, postal note drop or on information boards in the residential entrance lobbies.
- Discuss and co-ordinate Travel Plan measures with the LBC Travel Plan Officer.

- Undertake manual inspections / surveys to monitor the use of cycle parking and its state of repair.

9 MONITORING AND REVIEW

- 9.1.1 The monitoring regime for the development has been determined with reference to the requirements set out in the TfL guidance. This recommends that Travel Plans are monitored by means of TRICS compliant surveys.
- 9.1.2 A TRICS compliant travel survey will be undertaken six months after first occupation. This will ascertain the baseline travel patterns and help set travel mode split targets. Following the baseline survey a substantial review and update of the Travel Plan will be undertaken.
- 9.1.3 The travel surveys will be commissioned by the TPC and will take place in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the Travel Plan targets and prepare a monitoring report which will be submitted to the LBC Travel Plan Officer for input into TRICS.
- 9.1.4 The travel surveys will aim to achieve a minimum response rate of 30%. To seek to achieve this, an advanced warning letter will be issued explaining the need for the surveys as part of the Residential Travel Plan. There will also be reminder postcards issued to encourage completion of the questionnaires.
- 9.1.5 As set out in clause 2.54 of the Section 106 Agreement, the developer has paid a £6,122 monitoring fee contribution to LBC.

10 ACTION PLAN

10.1.1 This section includes a check list of the proposed measures detailing who will be responsible for ensuring that the actions identified in previous sections are delivered. The proposed measures have been linked to the overall objectives of the Residential Travel Plan. The Action Plan is provided in Table 10.1.

Table 10.1: Action plan

Objective	Target	Measures	Timescale	Responsibility	Progress Indicator
<p>Raise awareness of all sustainable modes of travel available to site users</p> <p>Promote healthy lifestyles and sustainable, vibrant local communities by promoting the health benefits of walking and cycling, and raising awareness on the impacts of transport modes on the environment</p> <p>Encourage the users of the site to move up within the sustainable transport hierarchy (e.g. from public transport to cycling)</p> <p>Reduce the number of trips by car</p> <p>Encourage car-sharing or use of car clubs in order to reduce single occupancy vehicle use</p>	To decrease vehicle trips particularly single occupancy trips	Car-free provision (except for wheelchair accessible spaces)	As part of construction	Developer	No. of car parking spaces provided on-site
	To increase the cycle mode share of cycling by 10 percentage points for residents	Secure and covered cycle parking provision for residents and cycle parking for visitors	As part of construction	Developer	No. of cycle parking spaces provided on-site
	To increase the on foot mode share of pedestrians by 5 percentage points for residents	Provision of internet connection ability within each residential unit	As part of construction	Developer	No. of households provided with internet connection ability
	To achieve targets set out in Table 6.1.	Promotion of sustainable transport via Travel Information Packs	Prior to first occupation	TPC	No. of residents to whom Travel Information Packs have been distributed
	All adult residents to be aware of the Travel Plan upon completion of purchase.	Undertake a baseline survey and surveys in Year 1, 3 and 5	Baseline survey 6 months after first occupation	TPC	No. of times surveys have been undertaken and monitoring reports
Ensure Residential Travel Plan is monitored	Ensuring targets of the Residential Travel Plan are met				

11 FUNDING

- 11.1.1 The Residential Travel Plan will be funded by the developer for the initial five year period, including the costs related to monitoring surveys and reports. As set out in clause 2.54 of the Section 106 Agreement, the developer has paid a £6,122 monitoring fee contribution to LBC.
- 11.1.2 The document will be substantially reviewed and updated following the baseline surveys with further reviews at years 1, 3 and 5 after the baseline surveys have been undertaken. After each review, it will be amended if targets have not been achieved. The amendments will be agreed between the LBC Travel Plan Officer and the TPC.

12 SERVICING

12.1.1 A servicing vehicle turning area is located in the eastern building communal courtyard to enable access and egress to the site from West End Lane in forward gear. Servicing for the residential element will take place within the site boundary at ground-level from either the site access road or in the turning/delivery area. The access road has been designed with sufficient width so that service vehicles can temporarily load/unload on it or in the turning area provided at lower ground floor whilst allowing light vehicles to pass. Access to the site is controlled by way of two gates, however, communication facilities will be provided, enabling drivers to alert the site concierge to temporarily open the gate.

12.1.2 It is expected that refuse is collected each week on Monday, however timings and frequencies of refuse collections will be controlled by LBC Refuse and Recycling Team.

Emergency vehicles

12.1.3 The internal layout has been designed to accommodate a 7.9m fire tender. In addition, dry riser inlets are positioned on the exterior facades of the building to allow connection to fire appliances to serve the central parts of the site.

12.1.4 In the event that the fire alarm is raised, the gate on the access road will automatically open.



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