

**PRE-OCCUPATION TRAVEL PLAN  
TO DISCHARGE S106 OBLIGATIONS**

**KOKO 1A  
CAMDEN HIGH STREET**

## REPORT CONTROL

**Document:** Pre-Occupation Travel Plan      **Client:** Hope Lease Limited

**Project:** Koko 1A, Camden High Street

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## 1.0 INTRODUCTION

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### 1.1 Purpose of Travel Plan

1.1.1 This Pre-Occupation Travel Plan has been prepared by ADL Traffic and Highways Engineering Ltd on behalf of Hope Lease Ltd to meet Section 106 legal obligation 4.17 for planning permission ref. 2017/6058/P (as amended by 2018/4035/P) at Koko 1A Camden High Street.

1.1.2 The approved description of the development (ref. 2017/6058/P) is as follows:

*“Redevelopment involving change of use from offices (Class B1) and erection of 5 storey building at the corner of Bayham Street and Bayham Place to provide pub at ground floor and private members club (Class Sui Generis) on upper floors following demolition of 65 Bayham Place, 1 Bayham Street (facade retained) and 74 Crowndale Road (facades retained), including enlargement of basement and sub-basement, retention of ground floor and basement of Hope & Anchor PH (Class A4), change of use at 1st and 2nd floor from pub (Class A4) to private members club (Class Sui Generis), mansard roof extension to 74 Crowndale Road, creation of terraces at 3rd and 4th floor level, relocation of chillers and air handling unit to 3rd floor plant enclosure with additional plant (5x a/c condensers and 1 cooling unit) at roof level, erection of glazed canopy to Camden High Street and Crowndale Road elevation and erection of 4th floor glazed extension above roof of Koko to provide restaurant and bar to private members club (Sui Generis).”*

1.1.3 Planning permission was granted in May 2018, subject to Section 106 Legal agreement. Clause 4.17 for Travel Plan states the follow:

**“4.17 Travel Plan**

**4.17.1 On or prior to the Occupation Date to submit to the Council the Travel Plan for approval.**

**4.17.2 Not to Occupy or permit Occupation of any part of the Development until such time as the Council has approved the Travel Plan as demonstrated by written notice to that effect.**

**4.17.3 Not to attend the approved Travel Plan without the further written approval of the Council.**

**4.17.4 The Owner covenants with the Council that after the Occupation Date the Owner shall not Occupy or permit Occupation of any part of the Development at any time**

*when the Development is not being managed in strict accordance with the Travel Plan as approved by the Council (and as may be amended from time to time in accordance with this agreement) and shall not Occupy or permit Occupation of the Development otherwise than in strict accordance with the requirements of the Travel Plan (as amended from time to time in accordance with this agreement).”*

- 1.1.4 This Travel Plan will be a basis for promoting sustainable travel to and from the development. This Travel Plan been produced in accordance with The Sixth Schedule of the Agreement (Part 1: Components of the Travel Plan) which provides specific guidance on the provisions and measures to be in place.
- 1.1.5 The implementation of the Travel Plan is seen as a positive initiative by the Developer to provide travel choice and enhance, where appropriate, the accessibility to the site. It should make a positive contribution towards reducing the need to travel by car.

## **1.2 Scope of Study**

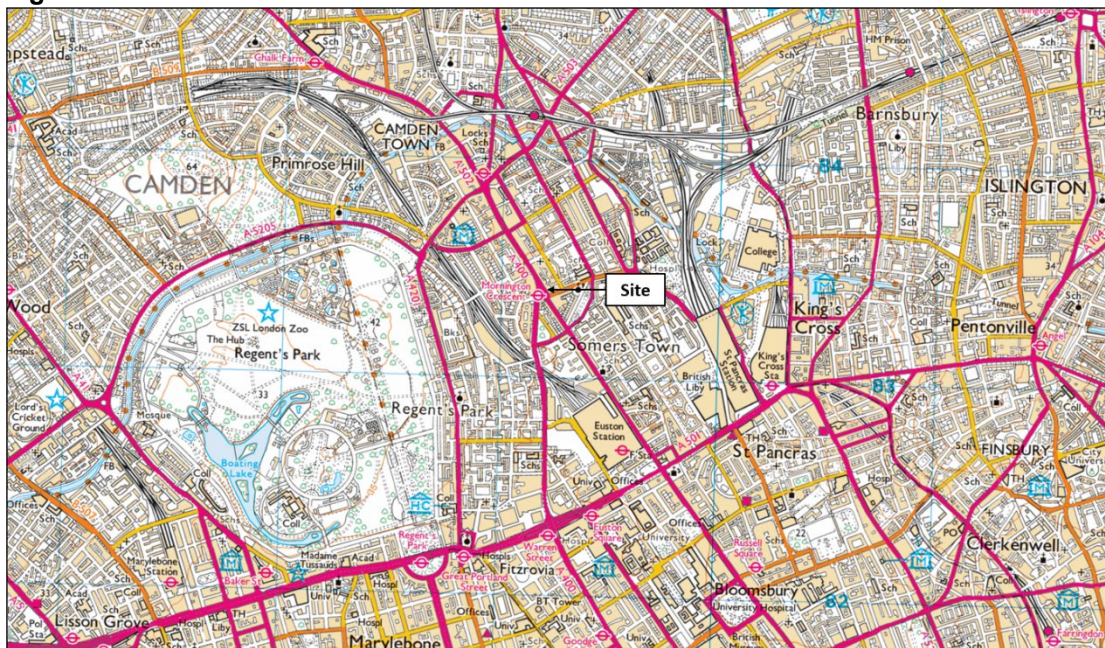
- 1.2.1 The measures identified in this Travel Plan relate primarily to restaurant and bar staff. Guest travel behaviour is mainly influenced by the facilities provided for their use, including footways, cycle provision, access to public transport and the provision of car parking. Some measures set out in this plan would benefit guests and help achieve the aims and objectives of the Travel Plan to reduce single car occupancy trips, but these cannot be set targets.

## 2.0 PROPOSED DEVELOPMENT

### 2.1 Site Location

2.1.1 The site is located within Camden Town Centre and the Camden Town Conservation Area. The site location is shown in Figure 2A.

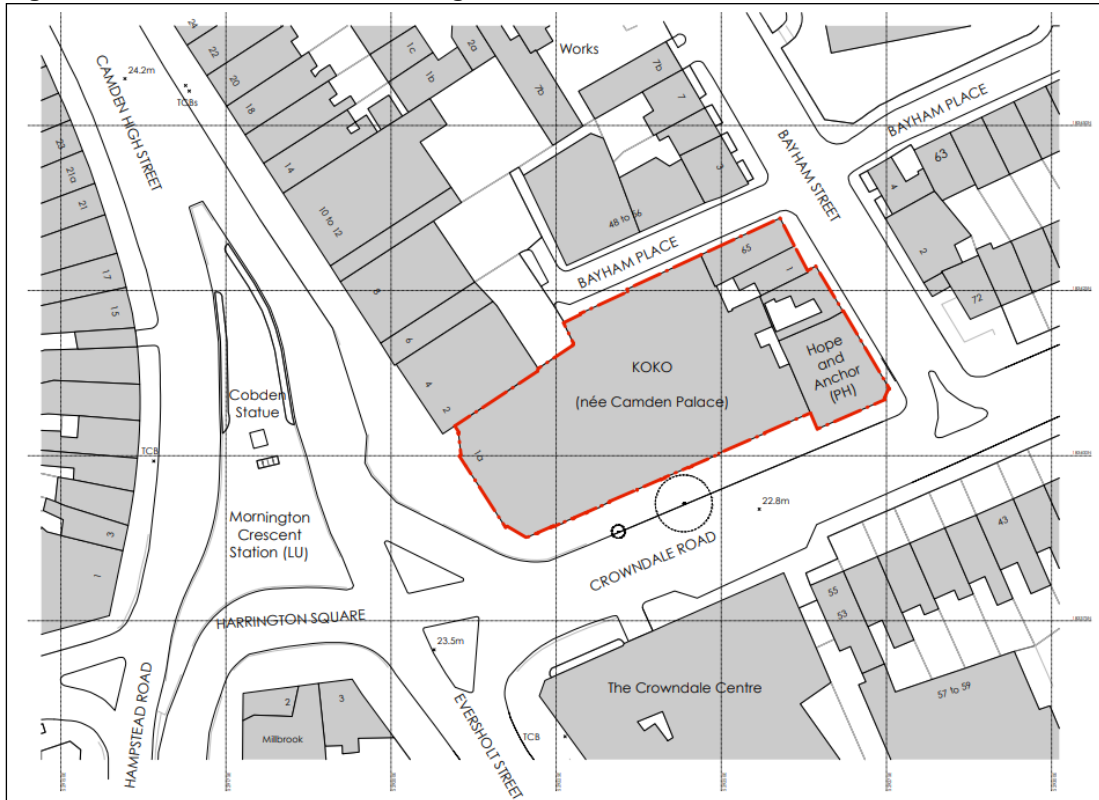
**Figure 2A Site Location**



2.1.2 The site comprises the Grade II Listed KOKO, formerly known as the Camden Palace Theatre, the Hope & Anchor Pub, 65 Bayham Place and 1 Bayham Street.

2.1.3 The site is bound by Crowndale Road to the south, Bayham Street to the east, Bayham Place to the north and Camden High Street to the west. Bayham Street is one-way southbound, and Crowndale Road (fronting the site) is one-way westbound. The site and surrounding area are shown in Figure 2B.

**Figure 2B Site and Surrounding Area**



## 2.2 Approved Development

2.2.1 The development comprises the restoration of KOKO's façade along Camden High Street and Crowndale Road. Internally, KOKO's back of house will be reconfigured to support the new wrap-around private members club and the fly tower will be refurbished.

2.2.2 The tiled façade will be retained at ground level on the Hope & Anchor Pub, and the internal floors will be demolished. The pub will be fully refurbished into a new restaurant and bar to support the operation at the site.

2.2.3 The new wrap-around private members club comprises the first, second and third floors within 65 Bayham Place and 1 Bayham Street. The façade of 1 Bayham Street will be retained. The top floor will include the new sky lobby, which will be set back from the existing roof level to provide a new terrace restaurant bar. Reconfiguration works will allow members to have direct access across the site and into KOKO (the Grade II listed theatre building) as per the following:



- Public house + dining/drinking + bar/catering
- Function rooms
- Private members area
- Gallery bar
- Rehearsal room
- Office

2.2.4 A total of ten internal cycle parking spaces (five cycle stands) will be provided within the sub-basement level for staff. There will be lifts to provide access from the ground floor to the cycle store. This accords with London Plan policy as well as London Borough of Camden Local Plan Policy T1 regarding safe, secure, and convenient accessibility.

2.2.5 A total of 22 short stay cycle parking spaces (11 cycle stands) are required. These are for customers and visitors. A S106 financial contribution has been paid to the Council to secure the implementation of these cycle spaces on Crowndale Road, close to the entrance in line with the previous planning permission ref. P2016/6959/F.

2.2.6 The approved site layout is provided as Appendix 1.0.

### 2.3 Method of Travel to Work: 2011 Census

2.3.1 Using Nomis, a service provider by the Office of National Statistics, the mode split of staff working in the area has been determined based on 2011 Census data. This is summarised in Table 2A.

**Table 2A Indicative Staff Mode Split: E02000186: Camden 021**

<b>Mode</b>	<b>Mode Split (%)</b>
Underground, metro, light rail or tram	37%
Train	30%
Driving a car or van	11%
Bus, minibus or coach	10%
On foot	6%
Bicycle	4%
Motorcycle, scooter or moped	1%
Passenger in a car or van	1%
Taxi	0%
Other	0%
<b>Total</b>	<b>100%</b>

2.3.2 Table 2A shows that 77% of staff would likely travel to the site via public transport (train/tube/bus). Only 12% of staff would travel via car or van (as driver or passenger), whilst 6% would travel on foot and 4% would cycle.

2.3.3 The mode split would be determined by undertaking staff travel surveys once the site is occupied and operational.

### 3.0 PLANNING POLICY

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#### National: National Planning Policy Framework

- 3.1 The NPPF was published in February 2019. This sets out the government’s aim to achieve sustainable development.
- 3.2 Regarding Travel Plans, Chapter 9 (Promoting sustainable transport), paragraph 111 states:

***“All developments that will generate significant amounts of movement should be required to provide a travel plan.”***

A Transport Statement was produced to support this planning application, as well as a Framework Travel Plan.

- 3.3 A Travel Plan is defined as:

***“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”***

#### Regional: London Plan

- 3.4 The London Plan was adopted in March 2021. Policy T1 *Strategic Approach to Transport*, states that development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.
- 3.5 Policy T4: *Assessing and mitigating transport impacts* states that developments require Travel Plans having regard to Transport for London guidance. Policy T5, *Cycling*, states that development should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

- 3.6 This TP intends to support a shift by staff towards sustainable travel modes. This TP accords with the London Plan guidance. Cycle parking is proposed to be provided for staff and sufficient car parking spaces to accommodate the site's operational requirements. The site is accessible by walking, cycling and public transport.

Local: Camden Local Plan

- 3.7 The Camden Local Plan was adopted in July 2017. Regarding Travel Plans and transport impacts of development, Policy A1 (Managing the impact of development) states:

***“6.8 The Council will consider information received within Transport Assessments, Travel Plans and Delivery and Servicing Management Plans to assess the transport impacts of development.”***

- 3.8 Policy T1 (Prioritising walking, cycling and public transport) states the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.
- 3.9 Policy T2 (Parking and car-free development) states that all new development within the borough to be car-free, which this development adheres to.

## 4.0 AIMS, OBJECTIVES AND BENEFITS

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### Aims

- 4.1 The aim of this Travel Plan is to reduce non-essential single occupant driver trips to the site and increasing the proportion of trips undertaken by bicycle, on foot or public transport.
- 4.2 This in turn will help reduce the development's impact on local air quality and traffic noise. Through a range of initiatives, the TP will help to manage the travel needs of staff (and visitors), and help to increase knowledge of the range of travel options available by which the site can be accessed.

### Objectives

- 4.3 The objectives of this TP are to:
- Specify measures and targets to encourage staff (and visitors) to use travel modes other than the car, particularly single occupant car travel;
  - Promote the use of public transport, car sharing, walking and cycling when travelling to and from the site;
  - Promote walking and cycling as part of a healthy lifestyle; and
  - Contain the transport impacts of the site (including parking, loading, and unloading) to within the curtilage of the site and reduce the impact of the site on surrounding on-street parking.
- 4.4 This TP will be implemented, monitored, and reviewed through a Travel Plan Coordinator (TPC). The TPC's responsibilities include undertaking annual travel surveys of staff; managing car sharing schemes; and ensuring mode split targets are met. The TPC will also identify measures for improvement where necessary. Mode split targets will be set with London Borough of Camden Council (LBC).

4.5 The measures identified primarily relate to staff. Visitor travel behaviour is influenced by the measures and facilities provided for their use, including footways, cycle, and access to public transport. The measures provided in this plan will also seek to achieve the aims and objectives regarding visitor trips, but these cannot be set targets.

#### Benefits

4.6 The benefits of the TP are therefore:

- Improving site access and travel choice;
- Increasing business efficiency and equality;
- Ensuring adequate provision for people with disabilities;
- Delivering local environmental improvements from reduced congestion, pollution and noise; and
- Providing opportunities for active healthy travel.

## 5.0 SITE ACCESSIBILITY

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### 5.1 Walking

- 5.1.1 The streets in the vicinity of the site are subject to a speed limit of 20mph and are considered to be designed to enhance safety for pedestrians and cyclists.
- 5.1.2 Bayham Street and Crowndale Road in the vicinity of the site are provided with footways of between two and three metres width and benefit from street lighting. The Crowndale Road/Bayham Street junction is provided with zebra crossings along with dropped kerbs with tactile paving to assist pedestrians crossing.
- 5.1.3 There are dropped kerbs with tactile paving on Bayham Place approach to the junction with Bayham Street.
- 5.1.4 The signalled junction of Crowndale Road with Eversholt Street/Millbrook Place has demand controlled pedestrian crossing facilities with dropped kerbs and tactile paving.
- 5.1.5 To the west of the building, fronting Millbrook Place and Camden High Street, there is an extensive public realm space which is designed to provide a wide traffic-free pedestrianised area.
- 5.1.6 There is a signal-controlled pedestrian crossing with dropped kerbs and tactile paving across Millbrook Place. This provides a safe pedestrian passage to/from Mornington Crescent Station.
- 5.1.7 There are also signal controlled pedestrian crossings across Camden High Street, just beyond the crossing with Millbrook Place, and approximately 80 metres north of the site. Both crossings have dropped kerbs and tactile paving.
- 5.1.8 Overall, the pedestrian infrastructure in the immediate vicinity of the site is considered to be very good.

## 5.2 Cycling

- 5.2.1 As mentioned previously, the streets in the vicinity of the site are subject to 20mph speed limit and therefore conducive to a safe environment for cycling. There are advanced cycle stop lines at the Crowndale Road, Camden High Street, and Eversholt Street approaches to Millbrook Place.
- 5.2.2 Royal College Street and Pancras Road, approximately 350 metres to the east of the site provides segregated cycle lanes on either side of the carriageway. This is part of London Cycleway 6.
- 5.2.3 There are Santander cycle docking stations close to the site: on Hampstead Road, approximately 170 metres south of the site (65 bikes); and Eversholt Street approximately 220 metres south of the site (13 bikes). A bike could be hired from any of these docking stations.

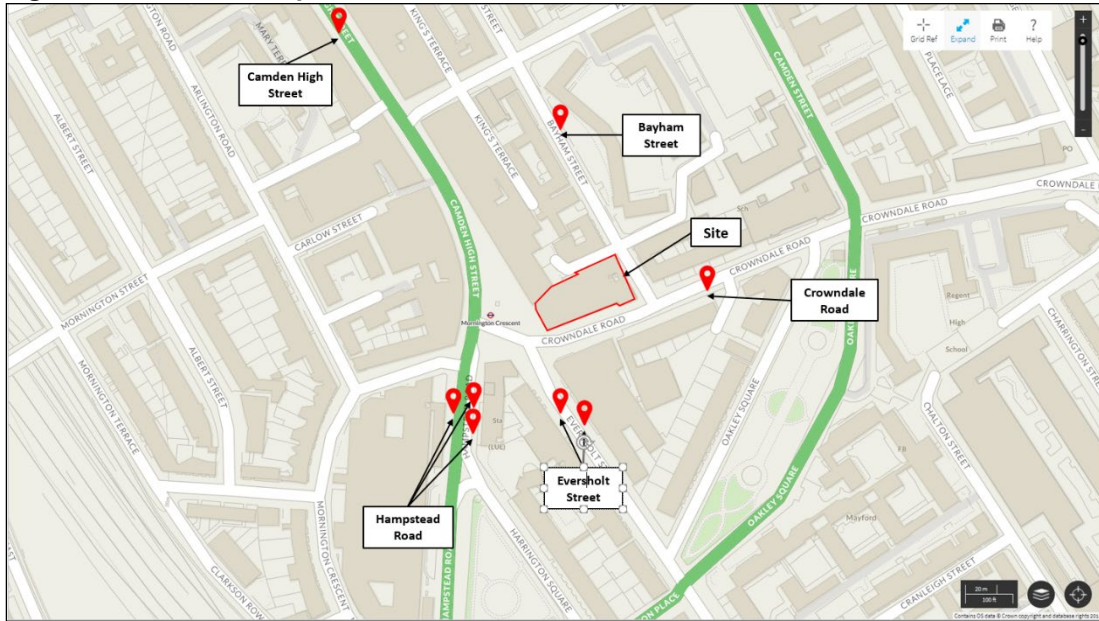
## 5.3 Public Transport

### Buses

- 5.3.1 According to CIHT's Buses in Urban Development report (2018) 250 metres is considered the maximum walking distance to bus stops in town/city centre locations. Within this distance from the site, there are the following bus stops:
- Crowndale Road (westbound);
  - Bayham Street (southbound);
  - Eversholt Street (north and southbound);
  - Hampstead Road (north and southbound); and
  - Camden High Street (northbound).
- 5.3.2 All of these bus stops operated by Transport for London, and they are equipped with shelters, seating, and live timetable information. The location of these bus stops is shown in Figure 5B.



**Figure 5B Bus Stop Locations**



5.3.3 A summary of the bus routes that serve these stops is provided in Table 5A below.

**Table 5A Bus Services**

Service №	Route	Frequency		
		Mon-Fri	Sat	Sun
24	Grosvenor Road – Royal Free Hospital	6 mins	7 mins	8 mins
27	Camden Town Station – Chiswick Business Park	8 mins	9 mins	12 mins
29	Lordship Lane – Trafalgar Square/Charing Cross Station	5 mins	6 mins	6 mins
88	Camden Gardens – Clapham Common Old Town	6 mins	8 mins	11 mins
134	North Finchley Bus Station – New Oxford St	5 mins	8 mins	8 mins
214	Highgate School – Finsbury Square	6-10 mins	7-11 mins	-
46	Lancaster Gate Station – St Bartholomew's Hospital	11 mins	12 mins	20 mins
31	White City Bus Station – Camden Town Centre	6 mins	7 mins	8 mins
168	Royal Free Hospital – Dunton Road	7 mins	10 mins	11 mins
253	Hackney Central Station – Euston Bus Station	6 mins	6 mins	8 mins
274	Angel Islington – Lancaster Gate Station	8 mins	9 mins	10 mins
C2	Parliament – Hill Fields – Victoria Station	8 mins	8 mins	10 mins

\*Source: <https://tfl.gov.uk/modes/buses/>, checked 25/05/2021

5.3.4 Table 5A demonstrates that there are 12 day-time services with 108 buses per hour, per direction stopping at the bus stops within a walking distance of 250 metres from the site. These bus routes provide services to the locations including Highgate Village, Farringdon Street, Hackney, Hampstead Heath, Pimlico, Trafalgar Square and Edgware.

5.3.5 In addition to the services in Table 5A, there are at least eight night-time/early morning services operating at the various Mornington Crescent bus stops. There are approximately 35 buses per hour, per direction stopping at the bus stops within a walking distance of 250 metres from the site. The service times range from midnight to 5am. These bus routes provide services to the locations including Edgware, High Barnet, Hammersmith, Wandsworth, Enfield Town, Clapham Junction, Aldgate and Waltham Cross.

#### London Underground

5.3.6 Mornington Crescent Underground Station is located at the southern end of Camden High Street where it meets Hampstead Road and Eversholt Street, opposite the KOKO venue and at a walking distance of approximately 170 metres west from Bayham Street. Camden Town Underground Station is located at an easy walking distance of approximately 650 metres from Bayham Street.

5.3.7 Both these stations are located on the Northern Line. The typical services from these stations are:

- Northbound – High Barnet, Edgware, and Mill Hill East (all via Kings Cross); and
- Southbound – Kennington, Morden (both via Kings Cross).

5.3.8 Mornington Crescent Underground Station is easily accessible to those arriving to London via National Rail (Euston Railway Station and Kings Cross Railway Station) because both Euston and Kings Cross St Pancras Underground Stations are also located on the Northern Line (which runs 24 hours) and therefore provide easy connection between network rail and London underground.

## **5.4 PTAL Rating**

5.4.1 The PTAL (Public Transport Access Level) Rating of a site is a measure of the connectivity of a location (level of access) to the transport network. This combines the walk time to the public transport network with service wait times.

5.4.2 The PTAL rating of the site is 6b, which is the highest attainable rating. The PTAL report is provided as Appendix 2.0.

## **5.5 Car Parking Facilities**

5.5.1 There are three car parks within easy walking distance of one kilometre from the site. They are as follows:

- Lomax Car Park Corporation Ltd – 150 spaces
- NCP on Jamestown Road – 75 spaces
- St Pancras Car Park – 315 spaces

## 6.0 TRAVEL PLAN CO-ORDINATOR

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6.1 The Travel Plan Co-ordinator (TPC) will be the Manager, who will take on the responsibility for the proposed restaurant at the ground floor level and the terrace restaurant and bar on the fourth-floor level.

6.2 The TPC will be appointed prior to the opening of the proposed development.

6.3 The TPC will be provided with a copy of this Travel Plan and contact details at ADL Traffic and Highways Engineering Ltd to assist them in implementing the plan.

6.4 The TPC will be responsible for:

- Promoting the objectives and benefits of the Travel Plan;
- Obtaining and maintaining commitment and support from staff;
- Acting as a point of contact for staff, giving advice and information on transport related subjects; and
- Distributing and collating staff travel surveys and either undertaking the analysis or supplying them to a qualified consultancy for analysis on their behalf.

6.5 In conjunction with restaurant manager, the TPC and LBC, the Travel Plan will be reviewed on the basis set out in Chapter 8.0.

6.6 The TPC will be responsible for providing staff with information on the following:

- Cycling
  - Cycle route plans
  - Details of nearest Santander bike docking stations
  - Cycle training offered by Camden Council
- Public Transport
  - Bus timetables. Local bus routes identified
  - Underground/Overground maps

## 7.0 TRAVEL PLAN MEASURES

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### 7.1 Public Transport and Walking

7.1.1 Information on public transport links (timetables and route maps) will be displayed in the crew quarters. The Transport for London website would be promoted, which provide live bus, underground, rail information:

- <https://tfl.gov.uk/>

7.1.2 All guest rooms are provided with a guide which includes amongst other information a detailed map of the area highlighting major public transport links.

7.1.3 The TPC would explore the possibility to arrange the provision of interest-free annual season ticket/travelcard loans for travel on buses, underground, trains and trams for staff of the development.

7.1.4 Staff will be provided with maps of the best pedestrian routes between the site and local public transport links, including Mornington Crescent and Camden Town underground stations, and the local bus stops which surround the site.

### 7.2 Taxis and Minicabs

7.2.1 The restaurant operator would be encouraged to have a corporate account with a major taxi firm in London.

7.2.2 The TPC would liaise with taxi firms to ensure they follow correct drop off/pick up procedures, based on local highways restrictions.

### 7.3 Traffic Restraint

7.3.1 The Development will be car free, therefore the volume of traffic associated with the site will be negligible.

## **7.4 On-Street Parking Controls**

- 7.4.1 The Development will be car free. However, the TPC would monitor the use of Crowndale Road and Bayham Street to ensure visitors who travel to site in a vehicle, do so in accordance with the parking restrictions in the vicinity of the site.
- 7.4.2 Servicing trips to the site, including delivery vehicles loading and unloading would be managed by way of a Servicing Management Plan. This would minimise servicing trips, manage delivery timings, and encourage alternatively fueled vehicles.

## **7.5 Parking and Travel**

- 7.5.1 The Development will be car free to encourage travel by both staff and visitors by means other than the private car.
- 7.5.2 Although staff would not be able to park on site, the TPC would ensure any staff who do drive as part of their journey do so appropriately and seek to reduce the frequency of their car trips, through encouraging walking/cycling/public transport, and offering option to work from home, where it be feasible.

## **7.6 Traffic Management**

- 7.6.1 There is no on-site car parking available to any site user. As such, there is no requirement to assess the impacts of cars entering or exiting the site.
- 7.6.2 The car-free scheme is therefore a positive influence on the local traffic flows/congestion.

## **7.7 Cycling**

- 7.7.1 There would be a cycle parking provision of 32 spaces for the proposed development, of which ten will be internal spaces and 22 will be external spaces for visitors. The cycle parking facilities will be secure and well-lit.
- 7.7.2 Information on local cycle routes will be displayed in the crew quarters.

7.7.3 Changing facilities and lockers will be available for staff. Showers will be provided to the male and female changing rooms as well as private lockers to encourage staff to cycle to work.

7.7.4 The TPC will promote the free cycle training offered by LBC and all staff will be encouraged to take part. Camden Cycle Skills teaches essential bike riding skills for all ages and abilities, from beginner and intermediate group courses and open community cycling to individual training on busy roads. Further information can be found at the following link:

- <https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses>

7.7.5 Camden Council offer Try-A-Bike loans in Camden. The free bicycle loan scheme is for those who want to experience the advantages of cycling do not yet have a bike of their own. Further information can be found at the following link:

- <https://www.camden.gov.uk/try-a-bicycle-for-4-weeks>

7.7.6 The restaurant operator would be encouraged to be actively involved in the government 'Cyclescheme'.

7.7.7 The TPC could explore the opportunity to offer cycle allowance for work related journeys.

7.7.8 The TPC will promote local cycle service centres and repair facilities.

7.7.9 The TPC would look to promote initiatives which encourage staff to cycle to work, such as Cycle to Work Day, Bike Week, and explore possibility to set up a Bicycle User Group (BUG) to progress cyclists' issues on site.

7.7.10 The TPC would work with the Council to improve cycle routes to and from the site, should it be deemed necessary to undertake such discussions.

## 7.8 Facilities for Goods Movement and Servicing

7.8.1 A Servicing Management Plan will be produced to achieve the following:

- Identify the number and type of servicing vehicles required for the site;
- Limit the size of vehicle where a larger vehicle will create servicing conflicts;
- Manage the timing of deliveries to avoid conflict with other servicing vehicles, conflict with loading or parking restrictions in the area or conflict with heavy pedestrian or traffic flows; and
- Encourage suppliers and delivery contractors to use alternatively-fueled vehicles (such as electric and LPG vehicles and cycles) – organisations can apply to Energy Saving Trust ([www.est.org.uk](http://www.est.org.uk)) for alternatively-fueled vehicle grants.



## 8.0 MONITORING AND REVIEW

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### 8.1 Monitoring

8.1.1 Ongoing monitoring and reporting is necessary for ensuring the continued effectiveness of the Travel Plan.

8.1.2 A baseline survey within six months of occupation will be undertaken of staff to enable modal split to be established; and periodic surveys in Years 1, 3 and 5, will be undertaken to monitor the mode split throughout the lifetime of the Travel Plan.

8.1.3 A sample copy of the staff travel questionnaire is included in Appendix 3.0.

8.1.4 The TPC would provide survey forms, one for each employee or via an online survey format, such as Survey Monkey.

8.1.5 The TPC would be responsible for distributing the surveys to staff and collecting the completed surveys. They would then either analyse the results themselves or supply them to a suitably qualified consultancy for analysis and review on their behalf.

#### Freight Surveys

8.1.6 Given that the development will only receive five deliveries per day scheduled by the restaurant operator, freight surveys are not considered to be necessary.

#### Monitoring Timetable

8.1.7 Surveys would be undertaken to inform the review in:

- Year 1 (within 6 months of occupation);
- Year 3; and
- Year 5.

## 8.2 Targets

8.2.1 Targets will form an essential ingredient in the Travel Plan. All targets must be SMART (Specific, Measurable, Achievable, Realistic and Timebound).

8.2.2 The targets will relate to staff only. The measures provided in this plan will seek to achieve the travel aims and objective with regards to customer trips, but these cannot be set targets.

8.2.3 Indicative targets for years 1, 3 and 5 are set out in Table 8A below. These targets are based on 2011 Census Travel to Work data with super output area E02000186 set as place of work.

**Table 8A Indicative Mode Split Targets**

Mode	2011 Census Data	Year 1	Year 3	Year 5
Underground, metro, light rail or tram	37%	40%	42%	43%
Train	30%	30%	30%	30%
Driving a car or van or motorcycle	11%	8%	5%	3%
Bus, minibus or coach	10%	10%	10%	11%
Foot	6%	7%	7%	7%
Bicycle	4%	5%	5%	5%
Passenger in a car or van	1%	0%	1%	1%
Other	1%	0%	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

8.2.4 The process of periodic monitoring, target evaluation and review would be undertaken for the period of five years. Beyond this, the Plan would become voluntary.

## 8.3 Travel Plan Review

8.3.1 A Review shall be a report prepared by either the TPC or appropriate consultancy acting on behalf. The Review will include the results of the travel surveys and comprehensively assesses the effectiveness of the Travel Plan in terms of

- Implementing its terms or recommendations; and
- Achieving its targets.

8.3.2 It should also (if necessary) propose further reasonable measures for incorporation which would improve the effectiveness of the Travel Plan.

8.3.3 The review should validate and suggest adjustments, if necessary, to the targets in the TP.

#### **8.4 Review Timetable**

8.4.1 The timetable for submission of Reviews is as follows:

- Year 1 Review (within 3 months of baseline survey);
- Year 3 Review; and
- Year 5 Final Review.

#### **8.5 Review Procedure**

8.5.1 The reviews shall be submitted in writing by the TPC to the Council.

8.5.2 The TPC shall consult the Council on the content of every Travel Plan submission.

8.5.3 The Council shall respond to the submission within one month of receipt, either recommending approval, or in the event that the submissions are unacceptable the Council will forward the reasons for refusal.

8.5.4 In the event of a refusal the TPC shall address as appropriate the deficiencies highlighted and resubmit within one month of receipt.

8.5.5 The recommendations of the Review shall be implemented immediately or as soon as possible (as appropriate dependent upon the type of measures) upon completion of an approved review.

8.5.6 Should any meetings between the parties be necessary to discuss the contents of the submissions then this shall be arranged.

#### **8.6 Action Plan/Funding Plan**

8.6.1 The proposed Travel Plan measures are laid out in an action plan with timescales and responsibilities. Where appropriate, budgets and funding parties have been identified. This is shown in Table 8A below.

**Table 8A Action Plan/Funding Plan**

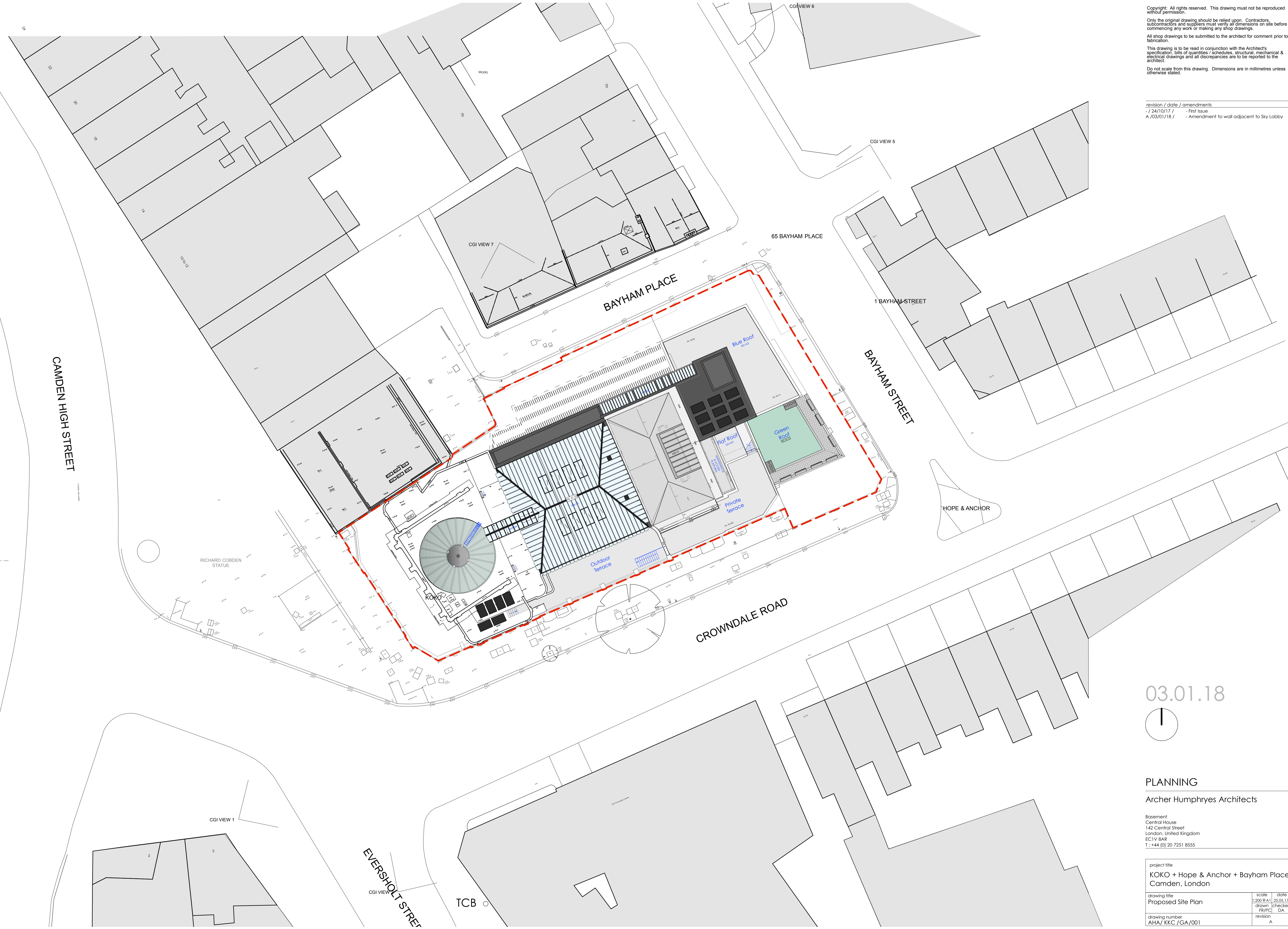
<b>Proposed Measures</b>	<b>Responsible Party</b>	<b>Timescale for Implementation</b>	<b>Funding Party</b>	<b>Funding Budget</b>
Appointment of Travel Plan Co-ordinator	Restaurant operator	Prior to occupation	Restaurant operator	Part of Job description
Cycle Scheme for Staff	TPC	On-going policy	Restaurant operator	Part of companywide scheme
Cycle Parking Provision	Developer	Prior to occupation	Developer	N/A Condition of planning permission
Changing Facilities for Staff	Developer	Prior to occupation	Developer	Plan of proposed layout
Staff Travel Information	TPC	From 1 <sup>st</sup> Opening	Restaurant operator	Maps available for free from Council/TfL
Monitoring Programme	TPC	From 1 <sup>st</sup> Opening	Restaurant operator	£6,244 contribution agreed with LBC

**APPROVED SITE LAYOUT**

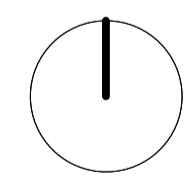
Copyright: All rights reserved. This drawing must not be reproduced without permission.  
 Only the original drawing should be relied upon. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any stop drawings.  
 All shop drawings to be submitted to the architect for comment prior to fabrication.  
 This drawing is to be read in conjunction with the Architect's specification, bills of quantities / schedules, structural, mechanical & electrical drawings and all discrepancies are to be reported to the architect.  
 Do not scale from this drawing. Dimensions are in millimetres unless otherwise stated.

revision / date / amendments
- / 24/10/17 / - First Issue
A /03/01/18 / - Amendment to wall adjacent to Sky Lobby

4.2m



03.01.18



**PLANNING**

Archer Humphryes Architects

Basement  
 Central House  
 142 Central Street  
 London, United Kingdom  
 EC1V 8AR  
 T: +44 (0) 20 7251 8555

project title	
KOKO + Hope & Anchor + Bayham Place Camden, London	
drawing title	scale   date
Proposed Site Plan	1:200 @ A1   25.05.17
drawing number	drawn   checked
AHA/KKC/GA/001	FR/PC   DA
	revision
	A

CAMDEN HIGH STREET

BAYHAM PLACE

BAYHAM STREET

CROWDALE ROAD

EVERSHOLT STRE

RICHARD COBDEN STATUE

TCB

HOPE & ANCHOR

65 BAYHAM PLACE

1 BAYHAM STREET

CGI VIEW 7

CGI VIEW 5

CGI VIEW 6

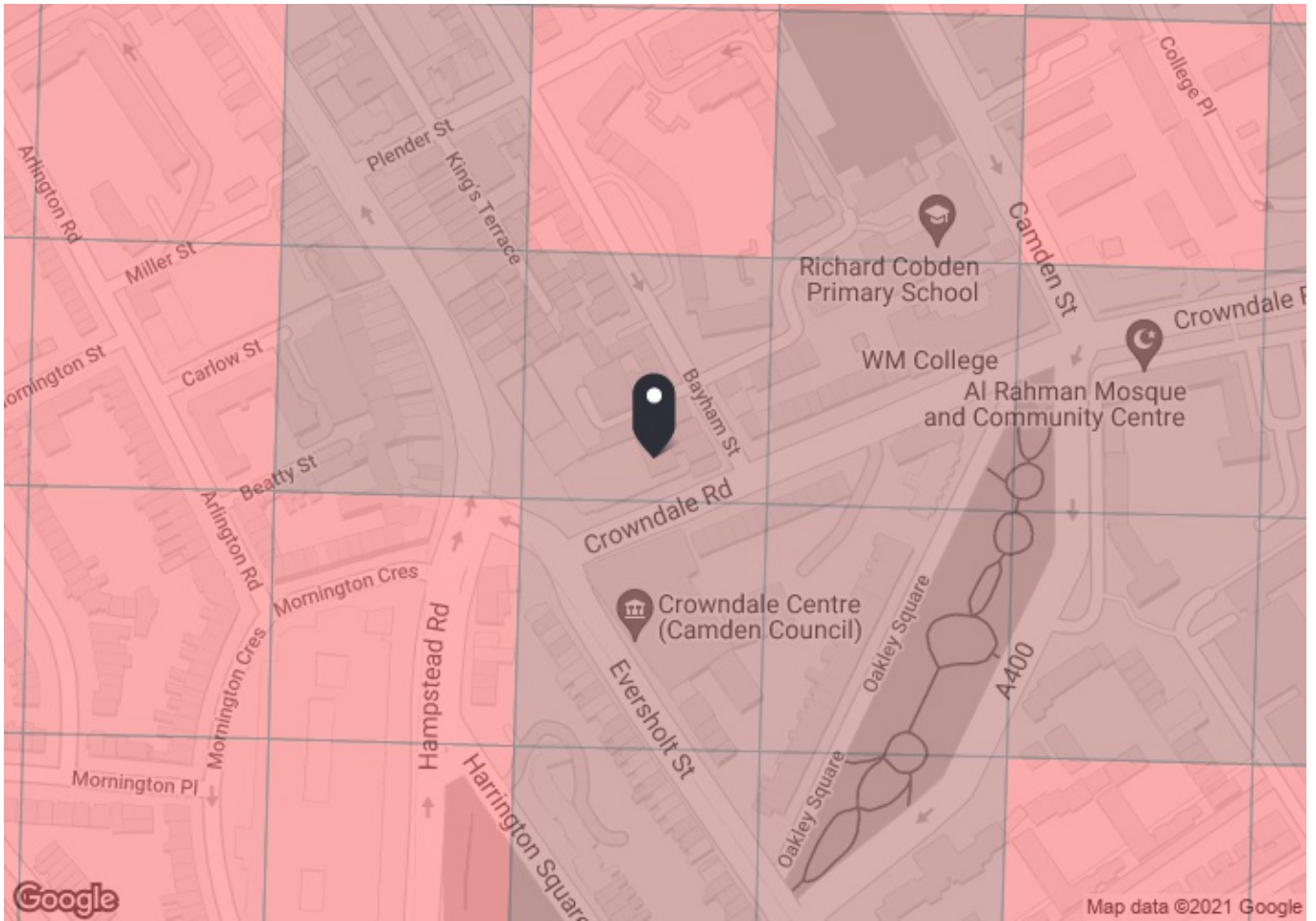
CGI VIEW 1

CGI VIEW

**APPENDIX 2.0**

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**PTAL RATING**



**PTAL output for Base Year 6b**

74 Crowndale Rd, London NW1 1TP, UK  
Easting: 529251, Northing: 183411

Grid Cell: 95612

Report generated: 25/05/2021

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**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN TOWN STATION	31	508.9	10	6.36	5	11.36	2.64	0.5	1.32
Bus	MORNINGTON CRESCENT STN	24	255.37	10	3.19	5	8.19	3.66	0.5	1.83
Bus	MORNINGTON CRESCENT STN	134	255.37	12	3.19	4.5	7.69	3.9	0.5	1.95
Bus	MORNINGTON CRESCENT STN	29	255.37	15	3.19	4	7.19	4.17	0.5	2.09
Bus	MORNINGTON CRESCENT STN	88	255.37	9	3.19	5.33	8.53	3.52	0.5	1.76
Bus	MORNINGTON CRESCENT STN	27	255.37	8	3.19	5.75	8.94	3.35	0.5	1.68
Bus	E'SHOLT S CROWDALE CENT	168	189.18	9	2.36	5.33	7.7	3.9	0.5	1.95
Bus	E'SHOLT S CROWDALE CENT	253	189.18	12	2.36	4.5	6.86	4.37	0.5	2.19
Bus	CROWDALE RD BAYHAM ST	214	72.62	8	0.91	5.75	6.66	4.51	1	4.51
Bus	CAMDEN ST CROWDALE RD	46	300.04	6	3.75	7	10.75	2.79	0.5	1.4
Bus	PRATT STREET	C2	391.79	8	4.9	5.75	10.65	2.82	0.5	1.41
Bus	PRATT STREET	274	391.79	7.5	4.9	6	10.9	2.75	0.5	1.38
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	946.63	3.67	11.83	8.92	20.76	1.45	1	1.45
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	946.63	3.67	11.83	8.92	20.76	1.45	0.5	0.72
LUL	Camden Town	'Edgware-Morden'	639.25	9	7.99	4.08	12.07	2.48	0.5	1.24
LUL	Camden Town	'Morden-HighBarnet'	639.25	14.67	7.99	2.79	10.79	2.78	0.5	1.39
LUL	Camden Town	'Morden-MillHillE'	639.25	4	7.99	8.25	16.24	1.85	0.5	0.92
LUL	Mornington Crescent	'Morden-Edgware'	174.45	4.67	2.18	7.17	9.35	3.21	0.5	1.6
LUL	Mornington Crescent	'HighBarnet-Morden'	174.45	0.33	2.18	91.66	93.84	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	174.45	14.67	2.18	2.79	4.98	6.03	1	6.03
LUL	Mornington Crescent	'HighBarnet-Kenningt'	174.45	5.33	2.18	6.38	8.56	3.51	0.5	1.75
LUL	Mornington Crescent	'MillHill-Morden'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
LUL	Mornington Crescent	'MillHillE-Kenningt'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
<b>Total Grid Cell AI: 40.14</b>										

**DRAFT TRAVEL SURVEY**

**STAFF  
TRAVEL  
SURVEY**




**CONFIDENTIAL**

The following information is required to produce a Travel Plan.

Please complete all the sections as accurately as possible – there is no right or wrong answer.

<b>Surname</b>		<b>Initials</b>	
<b>Job Title</b>		<b>Home postcode</b> <i>e.g. NW10 1NE</i>	
<b>Gender</b>	Male <input type="checkbox"/>	Female <input type="checkbox"/>	
<b>Age</b>	Under 25 <input type="checkbox"/>	25-34 <input type="checkbox"/>	35-44 <input type="checkbox"/> 45-54 <input type="checkbox"/> Over 55 <input type="checkbox"/>

<b>Do you work full/part time? (please tick)</b>	<b>What are your normal working hours? e.g. 8am – 5pm</b>						
	<b>Mon</b>	<b>Tues</b>	<b>Wed</b>	<b>Thurs</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
Part time <input type="checkbox"/>	Full time <input type="checkbox"/>						

<b>Which mode of transport do you use most often when travelling to or from work? (please tick <u>one</u> option only)</b>	
1. Car <input type="checkbox"/>	6. Train <input type="checkbox"/>
2. Car passenger (shared with another employee) <input type="checkbox"/>	7. Bus (Numbers if available.....) <input type="checkbox"/>
3. Car passenger (dropped off by friend/relative) <input type="checkbox"/>	8. Cycle <input type="checkbox"/>
4. Motorcycle (parked in car park) <input type="checkbox"/>	9. Walk <input type="checkbox"/>
5. Taxi <input type="checkbox"/>	Other (please state) <input type="checkbox"/> .....

<b>Do you use a car as part of your job?</b>	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not applicable <input type="checkbox"/>
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<b>How long does your journey take (please tick box)</b>	0-5 mins <input type="checkbox"/>	5-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	>20 mins <input type="checkbox"/>
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<b>How far do you travel? (please tick box)</b>	0-1 miles <input type="checkbox"/>	1-3 miles <input type="checkbox"/>	3-5 miles <input type="checkbox"/>	>5 miles <input type="checkbox"/>
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<b>Would you be prepared to:</b>	Yes	No	If No, Please State Reason
Walk	<input type="checkbox"/>	<input type="checkbox"/>	
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	
Car Share with another employee (as either driver or passenger)	<input type="checkbox"/>	<input type="checkbox"/>	
Use Public Transport	<input type="checkbox"/>	<input type="checkbox"/>	

**Survey completed – Thank-you!**