



**Camden & Islington NHS  
Foundation Trust**

**Regis Road  
C&I NHS Trust Kentish Town**

Draft Travel Plan

January 2022

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## **Appendices**

Appendix A - PTAL Assessment



# 1 INTRODUCTION

## Overview

- 1.1 This Draft Travel Plan has been prepared by Caneparo Associates on behalf of the Camden & Islington (C&I) NHS Foundation Trust ('the Applicant'), in relation to the submitted planning application for The Shed, Regis Road, NW5 3EG located within the London Borough of Camden (LBC).
- 1.2 A planning application was submitted in August 2021 (planning ref: 2021/2595/P) for "*External alterations to existing building, including replacement cladding, new windows and doors, plant, landscape works and new entrance signage*". The proposed development does not seek to alter the lawful planning use of the site whatsoever which can and is intended to be used within Class E of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.
- 1.3 The Camden & Islington NHS Foundation Trust have elected to use the site at Regis Road to provide important outpatient mental health facilities to support the pressing need for additional associated facilities across the area in which the Trust operates. It is proposed that the ground floor will be the outward facing element of the building where consultation rooms are located to provide outpatient mental health services for the Trust's service users whilst the first floor will provide a more conventional office floorspace where the consultants and staff that interact with patients at ground floor can undertake their day-to-day functions and tasks between appointments.
- 1.4 Travel Plans provide long-term strategies aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking, cycling, public transport and car sharing. Travel Plans also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling, particularly in areas of high accessibility where car use is already low.
- 1.5 Changing travel habits can be achieved through measures such as the distribution of travel information, provision of facilities, and the promotion of incentives to travel sustainably, all of which reflects current central and local government policy.



- 1.6 The primary objective is to reduce unnecessary vehicular and public transport trips associated with the development and to increase the use of alternative, more sustainable and active modes of transport.
- 1.7 This Travel Plan has been prepared in accordance with Travel Plan best practice and guidance issued by Transport for London (TfL) and the Department for Transport (DfT). It has been prepared for the proposed mental health facility only.

## **Travel Plan Aim**

- 1.8 The aim of this Travel Plan is to put in place the management tools that are necessary to enable employees at the development to make informed decisions about their travel. This will, in effect, minimise the adverse impacts of their travel to / from the development on the environment.

## **Scope**

- 1.9 This Draft Travel Plan is aimed at all staff and visitors to the proposed building. This document sets out the procedures necessary to progress the Travel Plan into a fully working document ready for implementation. It also sets out a range of sustainable transport measures that can be implemented or considered for implementation by the Travel Plan Co-ordinator (TPC) at the development.
- 1.10 Once adopted, the Travel Plan will aim to increase awareness of the advantages and potential for travel by more environmentally friendly modes, and also set out the physical and management measures that will assist travel by alternative modes.

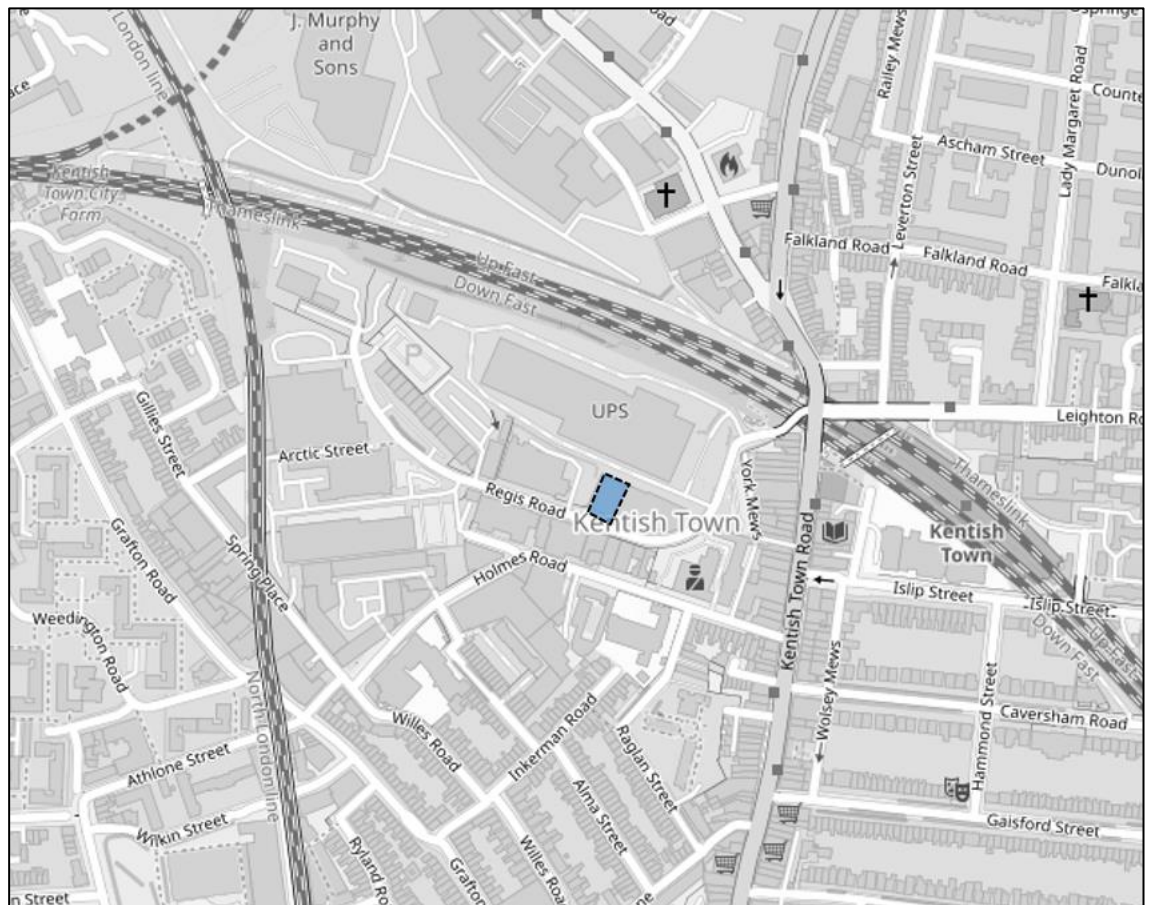
1.11 The remainder of this document is structured as follows:

- Section 2 - describes the accessibility of the Development.
- Section 3 - sets out the objectives and targets of the Travel Plan.
- Section 4 - outlines the management of the Travel Plan.
- Section 5 - sets out the measures and initiatives that will be implemented.
- Section 6 - outlines the monitoring and review programme.
- Section 7 - details the securement and funding of the Travel Plan.
- Section 8 - sets out an Action Plan.

## 2 ACCESSIBILITY

### Development Location

- 2.1 The site is located across the northern side of Regis Road, which is a private un-adopted road which principally serves a range of employment businesses along its length. The site is located a short distance from Kentish Town station which is located approximately opposite the entrance to Regis Road at its junction with Kentish Town Road.
- 2.2 The proposed location of the site, in the context of the wider area is illustrated in **Figure 2.1** below, with the approximate location of the site demarcated in blue.



**Figure 2.1: Site Location Plan**

## Pedestrians

- 2.3 All local roads provide footways on either side of the carriageway, with direct footway links from the site to the east, linking to Kentish Town Road. Signalised pedestrian crossings are located across all arms of the junction between Regis Road and Kentish Town Road, providing direct pedestrian access across the wider area.
- 2.4 Generally, a person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot, 2000*) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km. The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length, which could easily be walked in less than 30 minutes.
- 2.5 **Table 2.1**, below, contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

| <b>Table 2.1 Suggested Acceptable Walking Distances</b> |                                   |                            |                  |
|---|-----------------------------------|----------------------------|------------------|
| <b>Definition</b>                                       | <b>Walking Distances (metres)</b> |                            |                  |
|   | <b>Town Centres</b>               | <b>Commuting / Schools</b> | <b>Elsewhere</b> |
| Desirable   | 200                               | 500                        | 400              |
| Acceptable  | 400                               | 1000                       | 800              |
| Preferred Maximum                                       | 800                               | 2000                       | 1200             |
| *Source: Providing for Journeys on Foot, IHT, 2000      |                                   |                            |                  |

- 2.6 Within a 2km walk distance from the site, it is possible to reach a range of destinations including Archway, Chalk Farm, Camden Town and Caledonian Road.
- 2.7 It is therefore evident that the site is well located to the wider area, and its central location enables a noteworthy area of north London to be reached on foot.



## Cyclists

- 2.8 Accepted guidance suggests that for journeys up to 8 kilometres, cycling represents an important mode of transport. This therefore offers potential cycle access across Camden and Islington and beyond including as far as Waterloo. London Bridge, South Tottenham, Alexandra Palace and Cricklewood.

## Public Transport

### Public Transport Accessibility Level (PTAL)

- 2.9 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.10 The PTAL rating is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels of 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 2.11 Using the TfL web-based connectivity assessment toolkit, it has been determined that the site has a PTAL rating of 6a, demonstrating an excellent level of accessibility to public transport. **Appendix A** includes a copy of the calculation.

### Bus Services

- 2.12 The nearest bus stops to the site are located on Kentish Town Road, an approximate 350m walking distance from the site. The array of bus services available locally has been summarised in **Table 2.2** below.

| <b>Table 2.2: Local Bus Services</b> |  |                                   |            |            |
|--------------------------------------|--|-----------------------------------|------------|------------|
| <b>Bus No</b>                        | <b>Route</b>                                   | <b>Typical Frequency Per Hour</b> |            |            |
|                                      |  | <b>Mon-Fri</b>                    | <b>Sat</b> | <b>Sun</b> |
| <b>88</b>                            | <b>Parliament Hill Fields – Clapham Common</b> | 6-10                              | 6-10       | 6-7        |
| <b>134</b>                           | <b>North Finchley – Tottenham Court Road</b>   | 7-12                              | 8-9        | 6-7        |
| <b>214</b>                           | <b>Highgate - Moorgate</b>                     | 6-10                              | 6-10       | 4-5        |
| <b>393</b>                           | <b>Clapton Pond – Chalk Farm</b>               | 4-6                               | 4-6        | 4          |
| <b>N20</b>                           | <b>Barnet Church – Trafalgar Square</b>        | 2                                 | 2          | 2          |

2.13 As can be seen in the table above, a significant number of bus services are available locally which offer links across Camden and beyond.

### **Rail and Underground Services**

2.14 The nearest railway station is Kentish Town, circa 300m walking distance from the site, equivalent to approximately a 4-minute walk. Kentish Town Railway Station provides both London Underground Limited and National Rail services. National Rail services are provided by Thameslink, providing routes to destinations including Sutton and Luton, and much of London. Trains operate at approximately 4 trains per hour to Sutton, St Albans and Luton with 2 trains per hour to Orpington.

2.15 The underground station at Kentish Town serves the Northern Line, with routes to a large number of areas in London including Morden, Clapham, Waterloo, Tottenham Court Road, Euston and Finchley. There are also many opportunities to change to different lines on the wider underground network. The northern line also offers a night tube service on Friday and Saturdays, where trains run on average every 15 minutes between Camden Town and High Barnet.

## Baseline Travel Patterns

2.16 **Table 2.3** below shows the assumed modal split for journeys made to and from the site based on local Census data for Method of Travel to Work for middle super output area Camden 007 in which the site is located, as expressed in the Transport Statement.

| <b>Table 2.3: Method of Travel to Work</b> |                   |
|--|-------------------|
| <b>Method of Travel</b>                    | <b>Mode Share</b> |
| <b>Underground</b>                         | 23.1%             |
| <b>Train</b>                               | 18.9%             |
| <b>Bus</b>                                 | 13.9%             |
| <b>Taxi</b>                                | 0.1%              |
| <b>Motorcycle</b>                          | 1.4%              |
| <b>Car Driver</b>                          | 24.6%             |
| <b>Car Share</b>                           | 1.2%              |
| <b>Bicycle</b>                             | 5.8%              |
| <b>On Foot</b>                             | 11.0%             |
| <b>Total</b>                               | 100%              |

2.17 It is noted that the modal split set out above refers to the main mode of transport taken by people to and from the site. Where person trips are expected to be undertaken by bus or underground, for example, it will be necessary that a short element of the journey also involved walking, i.e. people will walk from the site to the bus stop. As such, when calculating the total number of people walking to and from the site, consideration should be given to all people arriving on foot in addition to by all modes of public transport.

## 3 OBJECTIVES AND TARGETS

### Introduction

3.1 This Section sets out the overarching objectives for the development, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found at Section 6.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed.

### Objectives

3.2 The Travel Plan's overriding objective is:

*"To engage with and encourage staff to use more sustainable ways of travelling to / from the development, through more effective promotion of sustainable modes. This will minimise the impact of the development on the surrounding highway network. "*

3.3 The sub-objectives are:

- To support provision of high-quality health care services through effective transport management;
- To actively promote the use of sustainable transport options for travel to and from the site and to create an environment for staff, patients and visitors to enable them to make informed decisions about how they travel;
- To reduce the adverse environmental impact of work-related trips carried out by staff during the working day;
- For the Trust to play its part in reducing pollution and creating an environment which will support healthy lifestyles;
- To ensure that the transport impacts are considered in all policies developed by the Trust and to ensure that policies are developed in such a way as to minimise any adverse impacts; and,

- To respect the needs of special/vulnerable groups e.g. those with mobility problems, those working unsociable hours and those whose job descriptions require frequent journeys to other sites.

## Targets

- 3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.
- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

## Action Targets

- 3.6 The key action targets are set out below:
- The TPC will be appointed 3 months prior to first occupation of the development.
  - Undertake a baseline travel survey no later than six months after the development is occupied.
  - Make all staff aware of the Travel Plan and increase awareness.

## Aim Targets

- 3.7 The Aim targets of this Travel Plan are focused predominantly on employees.
- 3.8 **Table 3.1** outlines the Aim Targets set out for the Development. The targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of the Travel Plan.
- 3.9 The baseline figures are taken from the predicted mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). As such, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

| <b>Table 3.1: Mode Share Targets</b>                               |                        |        |        |
|--|------------------------|--------|--------|
| <b>Targets</b>   | <b>Interim Targets</b> |        |        |
|  | Year 0                 | Year 3 | Year 5 |
| To reduce the percentage of trips taken by car drivers by 10%      | 24.6%                  | 19.6%  | 14.6%  |
| To increase the percentage of trips taken by cycle to work by 5%   | 5.8%                   | 7.8%   | 10.8%  |
| To increase the percentage of trips taken by on foot to work by 5% | 11.0%                  | 14.0%  | 16.0%  |

- 3.10 It is more constructive to set an Action type target for measures aimed at promoting sustainable transport to visitors of the development, rather than a mode split Aim Target.
- 3.11 Indicators are the elements which will be measured in order to assess progress towards meeting the targets. For the years following the initial baseline survey, snapshot surveys will be undertaken at years 1, 3 and 5 in order to review the progress of meeting the targets.

## **4 TRAVEL PLAN MANAGEMENT**

### **Travel Plan Co-ordinator (TPC)**

- 4.1 The TP will be overseen by an appointed member of staff. The member of staff elected to be the TPC will be a member of the Trust's Facilities Management Team and will be named in the final version of the Travel Plan.
- 4.2 The TPC should be someone who will have access to the appropriate technology and resources to communicate effectively with employees.
- 4.3 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this Travel Plan.

### **Responsibilities**

- 4.4 The TPC will be responsible for overseeing the Travel Plan for the development. The primary responsibilities of this role include:
- The implementation of measures as set out in the Travel Plan;
  - Managing the development and implementation of the Travel Plan measures;
  - Promoting the objectives and benefits of the Travel Plan;
  - Monitoring the success of the Travel Plan against the agreed targets; and
  - Acting as a point of contact regarding travel and the Travel Plan.
- 4.5 Regular updating of the Travel Plan document is part of the responsibility of the nominated person.

### **Working with Others**

- 4.6 In implementing this Plan, the C&I Trust will continue to work closely with a number of parties, including:
- Camden Council;
  - Transport for London; and,



- Local suppliers (e.g. of cycle equipment).

## **Marketing Strategy**

- 4.7 All staff, including new employees, will be made aware of the existence of the Travel Plan at the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained.
- 4.8 A key part of developing any Travel Plan is employee participation. A strategy for ensuring that employees are actively involved in the development of the Plan and feel a sense ownership of the plan is essential if it is to be successful in achieving its objectives. The Travel Plan should not be seen as something imposed from the top down which consequently may be resisted, but something that has come from the staff themselves. Staff will then be more likely to support the measures identified within it. In order for the Travel Plan to be successful, therefore, it is essential that they are kept involved in its development and evolution.
- 4.9 The Travel Plan will be marketed and promoted as part of the Trust Common Production Strategy and staff will be allowed to have an input into its development.



## 5 MEASURES AND INITIATIVES

### Introduction

5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan.

### Walking

5.2 Walking initiatives can include:

- Lunch time walking club;
- Undertake a detailed audit of pedestrian links around the site and to main destinations e.g. bus stops, Underground and National Rail station to identify issues such as poor lighting, footways in need of repair etc;
- Improve signage in the site;
- Identify improvements and explore future development with Camden Council;
- Consider provision of promotional material e.g. branded umbrellas, personal alarms;
- Promote the health benefits of walking;
- Health benefits of walking can be promoted e.g. '10,000 steps a day campaign'.
- Promoting the 'Healthy Streets' methodology encouraging people to use sustainable modes of transport such as cycling, walking and public transport.

### Cycling

5.3 A single cycle store will be provided within the proposed building commensurate to the demand for staff cycle parking. In total, 22 cycle parking spaces will be provided for the proposed 50 staff.

5.4 With respect to visitors, a total of 6 cycle parking spaces will be provided within the site curtilage, outside of the building. All visitor spaces will be provided as Sheffield stands.

5.5 Specific cycle promotions can include the following:

- Improve and increase the current provision of shower/changing facilities, particularly if they can be made available on-site;
- Provision of better information on cycle routes and facilities – the Trust will explore the possibility of the provision of maps illustrating cycle routes to the site and the location of cycle parking;
- Discounts for purchase of cycles and accessories will be explored with local cycle shops e.g. Evans Cycles are keen to support organisations developing Travel Plans;
- Promote interest free loans for bicycle purchase and preferential insurance rates;
- Provision of additional cycle parking facilities and improved signage to these facilities;
- Review cycle mileage allowances for staff work trips;
- Offering cycle training to staff in conjunction with an external Cycle Training agency;
- Setting up a staff pool bicycle scheme.
- Promotion of the health benefits of cycling.
- Setting up a staff Bicycle User Group (BUG), or similar, if demand warrants.

## **Public Transport**

5.6 Up-to-date details of bus, rail and taxi services, including route information and service frequencies, will be readily available to all staff and visitors by reception staff. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted to employees through all relevant means.

5.7 Measures to promote and increase public transport use can include the following:

- Promoting the availability of interest free season ticket loans;
- Explore provision of discounted tickets for staff;
- Explore sale of Travel cards on site;
- Publicising bus/Underground/rail fare deals currently available in London – there may be a perception that fares are higher than they actually are (particularly in the case of buses);

- Promote the changes in bus services that have occurred in recent years, particularly since introduction of congestion charging. These include more frequent services and improvements to reliability. Bus use in London is already growing and this represents an excellent time for staff to try out bus services, or for them to give buses another chance if they have been used in the past;
- Providing public transport information via the Trust's Intranet. Also providing access to the Internet – connecting to the wide range of information available on the Transport for London website to which links will be created. These include the provision of journey planning information and email or SMS alerts about service disruptions;
- Continued work with Transport for London to improve bus services;
- Working with London Underground and the local authorities to improve signage, lighting and other pedestrian facilities between Archway tube station, Upper Holloway rail station and the hospital.

## **New recruits**

- 5.8 The Trust will inform new recruits about the Travel Plan, and will include information about all transport options in the recruitment pack for new starters.

## **Patient and Visitor Travel**

- 5.9 Improving patient and visitor travel options are also an important part of the Travel Plan. Many of the measures outlined above for staff will also improve conditions for those visiting the hospital, such as improvements to signage and pedestrian facilities.
- 5.10 The Trust already will be expected to provide information on how to travel to Regis Road on its website, as it does so for all other inpatient and outpatient facilities to enable service users to make informed choices about their travel.

## 6 MONITORING AND REVIEW

- 6.1 The progress of the Travel Plan will be effectively monitored and the results are reported back. It is not considered necessary to carry out comprehensive surveys on an annual basis after the initial baseline survey. Rather, it would be more appropriate to carry out an annual review using snapshot surveys.
- 6.2 The 'snapshot surveys' will be completed in-house and the standard questionnaire would request the following information:
- Typical arrival and departure time in/out of the development;
  - Origin and destination postcodes (full if known);
  - Main mode to/from place of work – form of travel used for the greatest amount of time;
  - Final mode to/from place of work – the last form of travel used before arriving at the development;
  - Journey time and distance to/from place of work;
  - Time to walk to place of work (if applicable); and
  - If the respondent has a disability affecting their travel.
- 6.3 Monitoring will occur throughout the lifespan of the Travel Plan, after the initial full travel survey on occupation, 'snap shot surveys' will be carried out annually. All monitoring should achieve the required response rates. If these are not met then, if deemed necessary, the survey process will be repeated for those that did not respond.
- 6.4 The Travel Plan recognises that it is not possible to force people to complete surveys, but possible incentives could be put forward to increase response rates.
- 6.5 The Travel Plan will be monitored for a period of five years. When reviewing the Travel Plan, measures will be assessed for their effectiveness and any necessary improvements identified. Prior to the implementation of any new measures and after each annual review, a yearly monitoring report will be prepared.



## **7            SECURMENT AND FUNDING**

7.1            The Trust is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved.

7.2            This will include funding the TPC, travel surveys and implementation of all reasonable necessary measures.

## 8 ACTION PLAN

- 8.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing staff travel.
- 8.2 The Action Plan will be revised every year following each annual review.

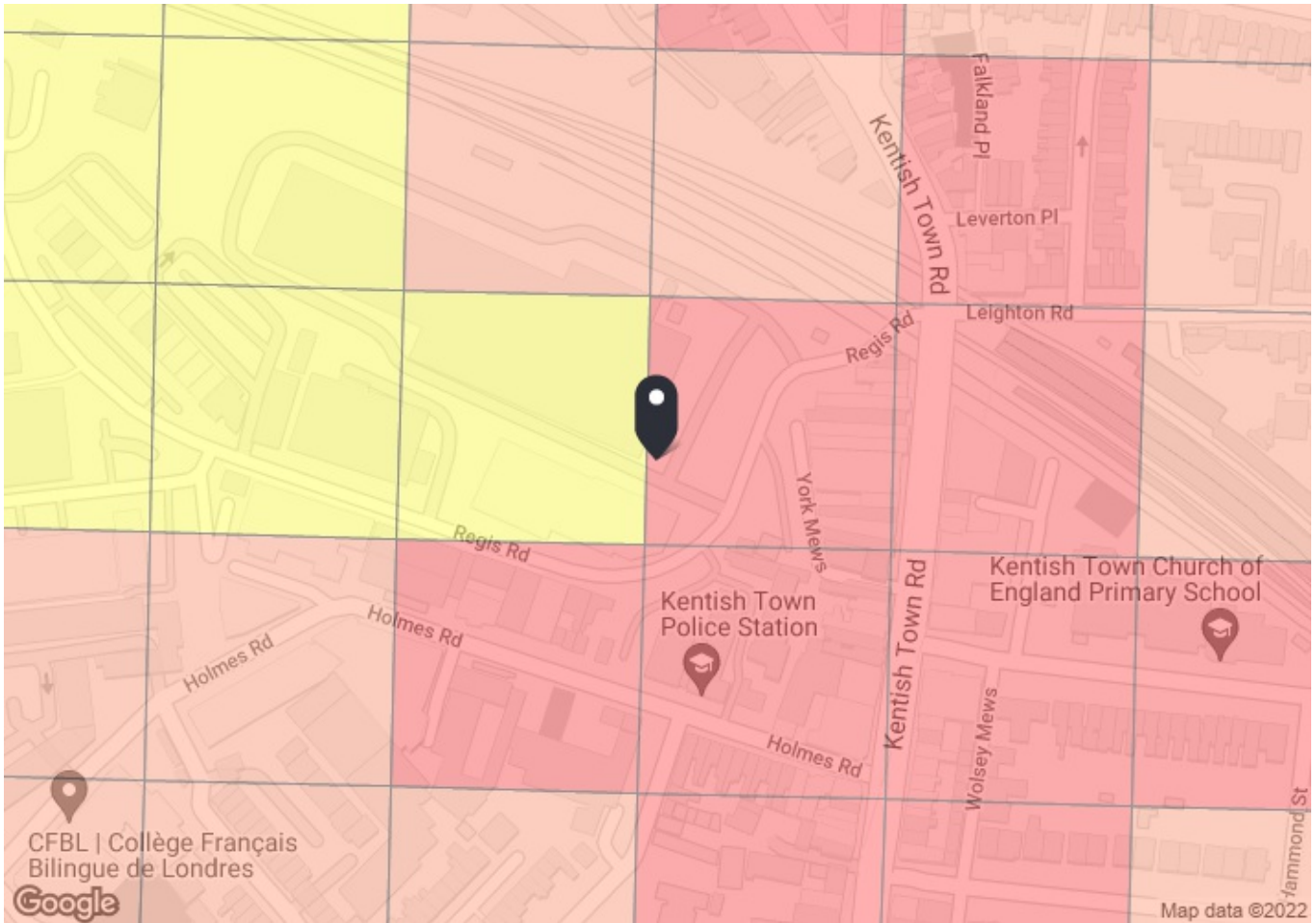
| <b>Table 8.1 – Action Plan</b>  |  |                                  |   |                       |
|---|--|----------------------------------|---|-----------------------|
| <b>Measures</b>   | <b>Notes</b>   | <b>Status/<br/>Target Date</b>   | <b>Method of<br/>Monitoring</b>                   | <b>Responsibility</b> |
| <b>General</b>  |  |                                  |   |                       |
| Appointment of Travel Plan Coordinator (TPC)  | Trust to appoint a TPC as necessary  | 3 months prior to occupation     | N/A   | The Trust             |
| Undertake Baseline Travel Surveys   | TPC will undertake the surveys   | Within 6 months of occupation    | 'Snapshot Surveys' undertaken in years 1, 3 and 5 | TPC                   |
| <b>Information Provision</b>  |  |                                  |   |                       |
| Provision of travel advice to staff and visitors  | Improved and increased provision of travel advice by site staff and on the website           | Upon occupation                  | N/A   | Reception staff / TPC |
| Ensure the travel information available on the website is up to date  | Up to date information available to all online   | Ongoing                          | Review of website                                 | TPC                   |
| <b>Cycling</b>  |  |                                  |   |                       |
| Promotion of cycle facilities available   | Cycle parking to be provided for employees   | Once facilities are installed    | Spot checks as part of maintenance rounds         | TPC                   |
| Provide cycle route maps and other information relating to cycle facilities   | Greater cost if bespoke information needs to be printed. Less if existing maps etc. are used | Upon first occupation            | TPC to monitor uptake                             | TPC                   |
| Encourage cycling by providing information about free cycle training run by the Council. Also through awareness events such as National Bike Week and social bike rides |  | Annual event – summer and spring | TPC to monitor participation levels and interest  | TPC                   |
| <b>Walking</b>  |  |                                  |   |                       |
| Walk to Work days and social walking events   | Health and financial benefits advertised   | Spring and Summer (annually)     | TPC to monitor uptake                             | TPC                   |



|   |   |  |                       |     |
|---|---|--|-----------------------|-----|
| Employees to be provided with information related to safe walking routes. | As part of Travel Information Packs or induction sessions | Prior to building being occupied and on-going through Travel Information Packs | N/A                   | TPC |
| <b>Public Transport</b>   |   |  |                       |     |
| Employees to be provided with public transport information.               | As part of Travel Information Packs or induction sessions | Prior to building being occupied and on-going through Travel Information Packs | N/A                   | TPC |
| Public Transport only days  | Incentivised challenge to use active modes                | Annually – summer  | TPC to monitor uptake | TPC |

# Appendix A





**PTAL output for Base Year 6a**

353 Regis Rd, London NW5 3UP, UK  
Easting: 528901, Northing: 185128

Grid Cell: 104759

Report generated: 20/01/2022

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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                        | KENTISH TOWN STATION     | 393                    | 111.81            | 5              | 1.4              | 8          | 9.4        | 3.19 | 0.5    | 1.6          |
| Bus                        | KENTISH TOWN STATION     | C2                     | 111.81            | 8              | 1.4              | 5.75       | 7.15       | 4.2  | 0.5    | 2.1          |
| Bus                        | KENTISH TOWN STATION     | 134                    | 111.81            | 12             | 1.4              | 4.5        | 5.9        | 5.09 | 1      | 5.09         |
| Bus                        | KENTISH TOWN STATION     | 214                    | 111.81            | 8              | 1.4              | 5.75       | 7.15       | 4.2  | 0.5    | 2.1          |
| Bus                        | P.OF WALES R KENTISH T R | 46                     | 614.66            | 6              | 7.68             | 7          | 14.68      | 2.04 | 0.5    | 1.02         |
| Rail                       | Kentish Town West        | 'CLPHMJ2-STFD 2L50'    | 944.19            | 3.67           | 11.8             | 8.92       | 20.73      | 1.45 | 1      | 1.45         |
| Rail                       | Kentish Town West        | 'STFD-CLPHMJ2 2Y11'    | 944.19            | 3.67           | 11.8             | 8.92       | 20.73      | 1.45 | 0.5    | 0.72         |
| Rail                       | Kentish Town             | 'STALBCY-SVNOAKS 2E11' | 144.25            | 1              | 1.8              | 30.75      | 32.55      | 0.92 | 0.5    | 0.46         |
| Rail                       | Kentish Town             | 'STALBCY-SVNOAKS 2E95' | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SUTTON-STALBCY 2Q06'  | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SUTTON-LUTON 2O10'    | 144.25            | 1              | 1.8              | 30.75      | 32.55      | 0.92 | 0.5    | 0.46         |
| Rail                       | Kentish Town             | 'STALBCY-SUTTON 2O21'  | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'STALBCY-SUTTON 2O29'  | 144.25            | 0.67           | 1.8              | 45.53      | 47.33      | 0.63 | 0.5    | 0.32         |
| Rail                       | Kentish Town             | 'LUTON-BCKNHMJ 2S91'   | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'STALBCY-BROMLYS 2S93' | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SUTTON-STALBCY 2V08'  | 144.25            | 0.67           | 1.8              | 45.53      | 47.33      | 0.63 | 0.5    | 0.32         |
| Rail                       | Kentish Town             | 'SUTTON-KNTSHTN 2V20'  | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'STALBCY-SUTTON 2V27'  | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SVNOAKS-STALBCY 2E59' | 144.25            | 0.67           | 1.8              | 45.53      | 47.33      | 0.63 | 0.5    | 0.32         |
| Rail                       | Kentish Town             | 'SVNOAKS-LUTON 2E61'   | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SVNOAKS-KNTSHTN 2E65' | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'SVNOAKS-KNTSHTN 2E67' | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'BROMLYS-LUTON 2E93'   | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| Rail                       | Kentish Town             | 'ORPNGTN-KNTSHTN 2L65' | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| LUL                        | Kentish Town             | 'Morden-HighBarnet'    | 144.25            | 14.67          | 1.8              | 2.79       | 4.6        | 6.52 | 1      | 6.52         |
| LUL                        | Kentish Town             | 'Morden-MillHillE'     | 144.25            | 4              | 1.8              | 8.25       | 10.05      | 2.98 | 0.5    | 1.49         |
| LUL                        | Kentish Town             | 'HighBarnet-Morden'    | 144.25            | 0.33           | 1.8              | 91.66      | 93.46      | 0.32 | 0.5    | 0.16         |
| LUL                        | Kentish Town             | 'HighBarnet-Kenningt'  | 144.25            | 5.33           | 1.8              | 6.38       | 8.18       | 3.67 | 0.5    | 1.83         |
| LUL                        | Kentish Town             | 'MillHill-Morden'      | 144.25            | 1.67           | 1.8              | 18.71      | 20.52      | 1.46 | 0.5    | 0.73         |
| LUL                        | Kentish Town             | 'MillHillE-Kenningt'   | 144.25            | 1.67           | 1.8              | 18.71      | 20.52      | 1.46 | 0.5    | 0.73         |
| <b>Total Grid Cell AI:</b> |                          |                        |                   |                |                  |            |            |      |        | <b>29.33</b> |