



**Reef Technologies Limited**

**Land and Buildings to the  
North of Regis Road**

**Travel Plan**

**January 2022**

TTP Consulting Ltd  
111-113 Great Portland Street  
London W1W 6QQ  
Tel: 020 7100 0753

[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)

Registered in England: 09931399

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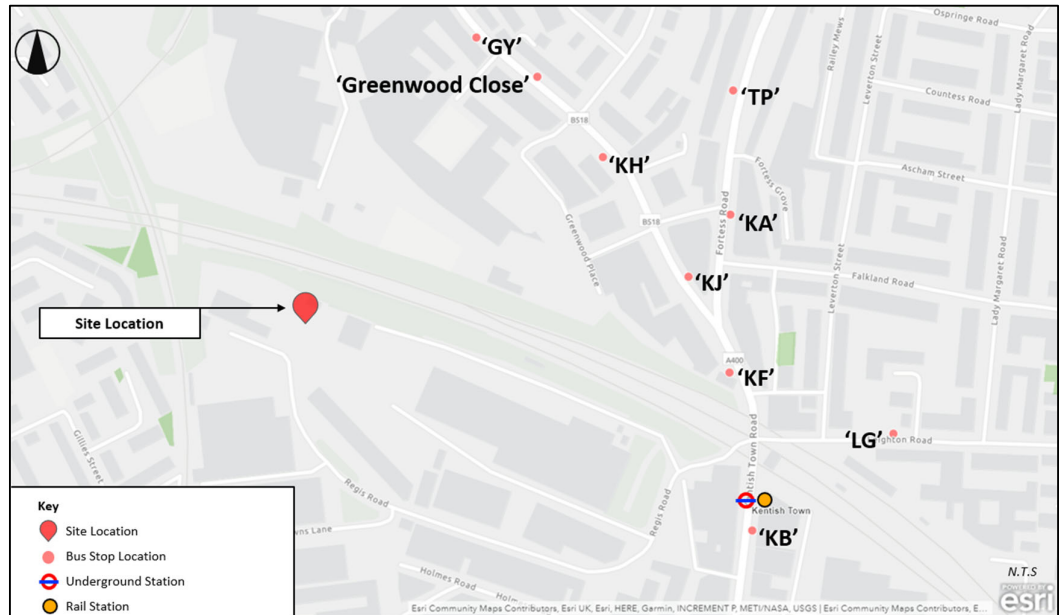
## Appendices

- Appendix A - TfL Bus Spider Map
- Appendix B - PTAL Report
- Appendix C - Example Travel Survey Questionnaire

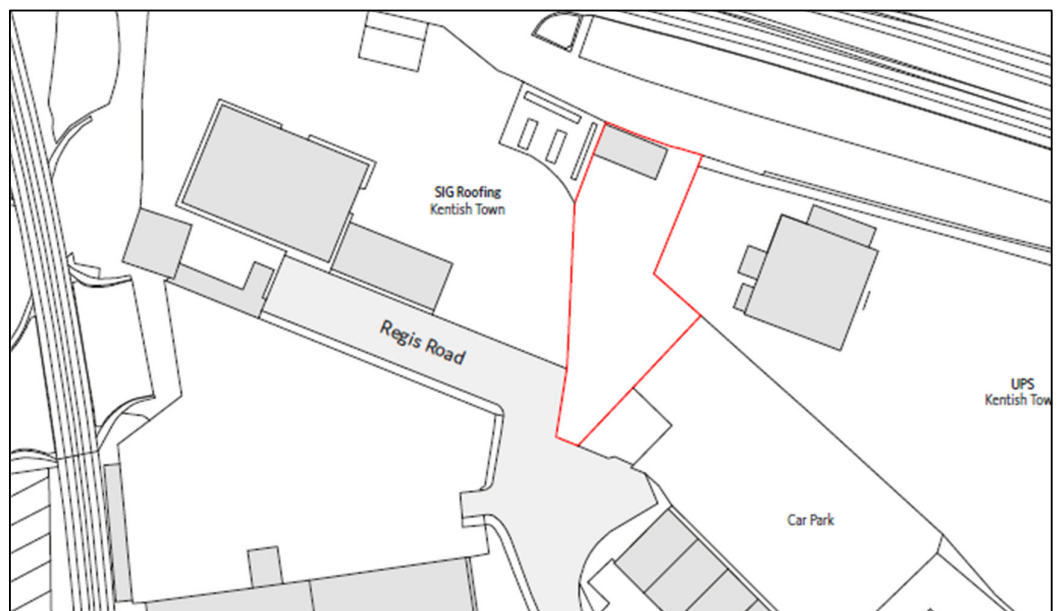
# 1 INTRODUCTION

- 1.1 Reef Technologies Limited has appointed TTP Consulting to produce a staff Travel Plan relating to the proposal on the Land and Buildings to the North of Regis Road, in the Kentish Town area of the London Borough of Camden (LBC). The site location is shown in **Figure 1.1**, whilst the site boundary is shown in **Figure 1.2**.

**Figure 1.1 – Site Location Plan**



**Figure 1.2 – Site Boundary**



1.2 The site comprises an area of hardstanding and a 206.5sqm rectangular building at the northern extent of the plot. The building has previously (2019) been occupied by a flooring and paving company, with the hardstanding used for parking and the storage of vehicles. There are currently three containers on the site, two of which are associated with REEF Kitchens and one associated with Wendy's Kitchen. In addition, the vertical farm container is located on-site, all of which are operational.

1.3 The development description is as follows; it is understood that in this instance, the overall application is considered sui generis:

*"Part-retrospective application for siting of containers and change of use of open storage and parking area to commercial kitchen units, vertical farming units, online grocery distribution facility, electric bicycle testing and charging facility with staff office and communal staff rest area and electric vehicle charging bays."*

## **Travel Plan Aim**

1.4 This Travel Plan aims to put in place the necessary management tools to enable staff and visitors to make informed decisions about their travel to the site. This aim is achieved by setting out a strategy for eliminating barriers that keep staff and visitors from using sustainable and, in particular, active modes. This will minimise the adverse impacts of their travel to/from the site on the environment.

## **Travel Plan Benefits**

1.5 The achievement of the aims and objectives of the Travel Plan will bring about a wide range of benefits for users of the site and the wider community as set out below:

- An excellent opportunity for exercise through cycling and walking;
- The opportunity to save money by using alternative modes of travel to the car;
- Improved quality and reliability of journeys to and from the development; and
- An improved environment of living and working.

## **Scope of the Report**

1.6 This report has been written as a stand-alone document and contains all the relevant information needed to implement and monitor the Travel Plan effectively. It is expected this Travel Plan will be secured through a planning condition. The remainder of this Travel Plan is structured as follows:

- Section 2 - Sets out relevant policy and best practice guidance;
- Section 3 - Describes the accessibility and travel patterns of the development;

- Section 4 - Sets out the objectives and targets of the Travel Plan;
- Section 5 - Outlines the Travel Plan strategy;
- Section 6 - Identifies the measures and initiatives that will be implemented;
- Section 7 - Details the monitoring and review programme; and
- Section 8 - Provides the Action Plan.

## 2 POLICY AND BEST PRACTICE

- 2.1 An overview of key national, regional and local policies relevant to securing Travel Plans is provided below. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

### **National Planning Policy Framework**

- 2.2 The National Planning Policy Framework (NPPF), updated July 2021, sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 When considering the transport effects of development, the NPPF states in Paragraph 113 that: *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.4 A Travel Plan is later defined as *"a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

### **London Plan**

- 2.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 2.6 Policy T4, 'Assessing and mitigating transport impacts', states that when required, Travel Plans should be submitted having regard to Transport for London guidance.

### **Camden Planning Guidance: Transport**

- 2.7 The Camden Planning Guidance (CPG) was adopted in January 2021 and was prepared to support the Camden Local Plan 2027.
- 2.8 In line with Local Plan Policy A1 'Managing the impact of development', the Council will expect a Travel Plan to be prepared for any planning application that will significantly increase travel demand or have a significant impact on travel. All travel plans are secured as a Planning Obligation via a Section 106 legal agreement.
- 2.9 There are two types of Travel Plans: Local and Strategic. The relevant thresholds set out in Appendix D are as follows:

<b>Table 2.1 – Thresholds for Travel Plans</b>		
<b>Development Use</b>	<b>Local Level Travel Plan</b>	<b>Strategic Level Travel Plan</b>
B2 – B8	More than 20 staff but less than 2,500 sqm	Equal or more than 2,500 sqm
Sui generis	Will be considered as the nearest equivalent use	



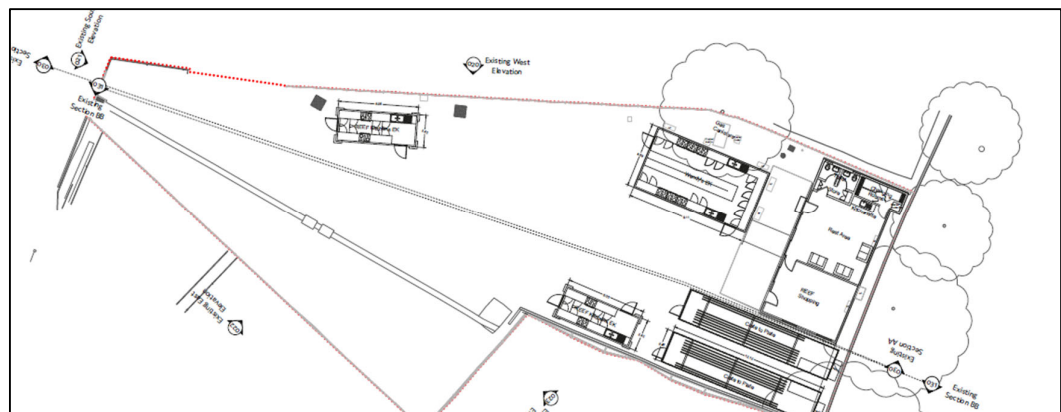
### 3 ACCESSIBILITY AND TRAVEL PATTERNS

- 3.1 The site is accessible by various modes of transport with many amenities and residential areas within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

#### The Site

- 3.2 The site comprises an area of hardstanding at the northern end, east side of Regis Road. An existing site layout drawing is shown in **Figure 3.1**.

**Figure 3.1 – Existing Site Layout**



- 3.3 There is a single-storey building previously utilised by B8 uses at the northern extent of the site. The remainder of the site was utilised as car parking and circulation space. From a recent site visit (November 2021), it is understood that there are currently three containers on the site, two of which were in use as dark kitchens and one of which was not operational at the time of the visit. The rectangular building on the site is being used as welfare facilities.

#### Local Highway Network

- 3.4 Regis Road is a two-way estate road, which connects to Kentish Town Road and Leighton Road at a signal-controlled junction at its eastern extent. There is no footway provided in front of the site, whilst approximately 30m to the south, there are footways on both sides of the carriageway, with dropped kerbs and tactile paving provided at access points along the road. In front of the site, there are double yellow line controls, whilst south of the site, there are numbered marked parking bays associated with various commercial uses.
- 3.5 At the junction with Kentish Town Road and Leighton Road, there are signal-controlled crossing points on all four arms of the junction, with dropped kerbs, tactile paving and pedestrian islands. The Leighton Road and Kentish Town Road approaches also benefit from advanced cycle stop

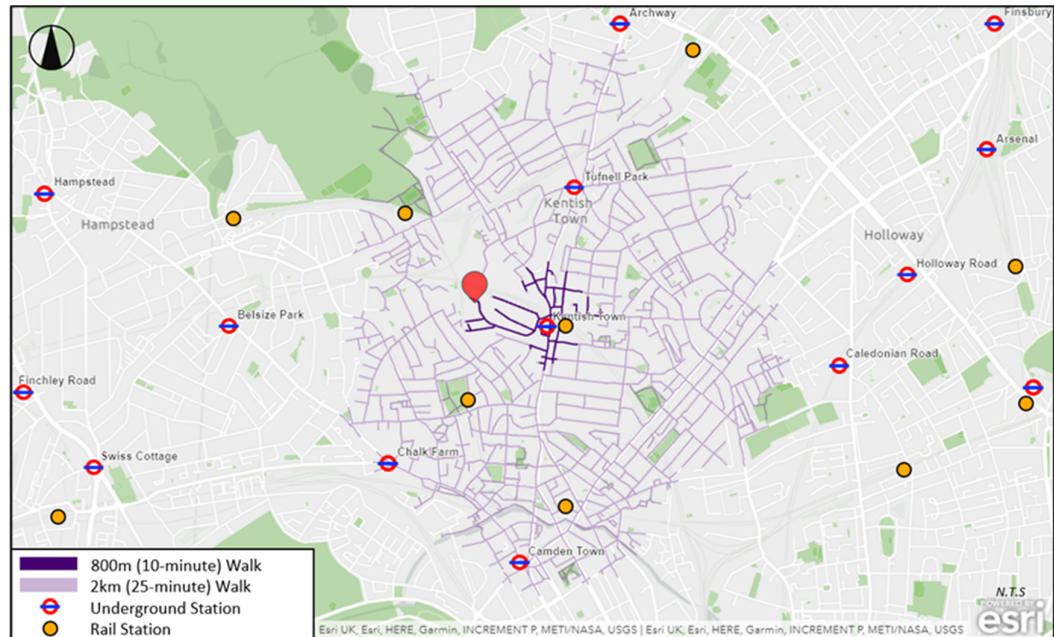
lines. There are right-turning lanes into Regis Road and Leighton Road, with a yellow box junction in front of Leighton Road. The geometry of the junction on the Regis Road approach allows larger vehicles to access and egress the industrial estate.

- 3.6 Kentish Town Road forms part of the A400, a strategic road offering a north to south route between Archway and Trafalgar Square. South of Regis Road, Kentish Town Road is subject to a 20mph speed restriction.
- 3.7 The site is located within the Council's Controlled Parking Zone 'CA-L Outer', which operates Monday to Friday between 8.30am and 6.30pm. It should be noted that Kentish Town Road is located within the 'CA-M East Kentish Town' zone, which has the same operational hours. The bays on Regis Road do not form part of the Council's controlled parking zone as the road is a private estate road.

## Walking

- 3.8 Like much of Inner London, the site benefits from being within a short walking distance of public transport opportunities, local facilities and amenities, and residential areas.
- 3.9 Roughly half of all walking journeys in London are part of longer public transport journeys, for example, walking to or from the bus stop or tube/train station, whilst a third of car journeys are within a 25-minute (2km) walk. Therefore, there are real opportunities for active modes to replace the car.
- 3.10 **Figure 3.2** provides details of a 1km and 2km catchment zone surrounding the site. The map shows that several retail and employment areas could be accessed on foot and several bus stops and underground stations.

**Figure 3.2 – Walking Isochrone Map**



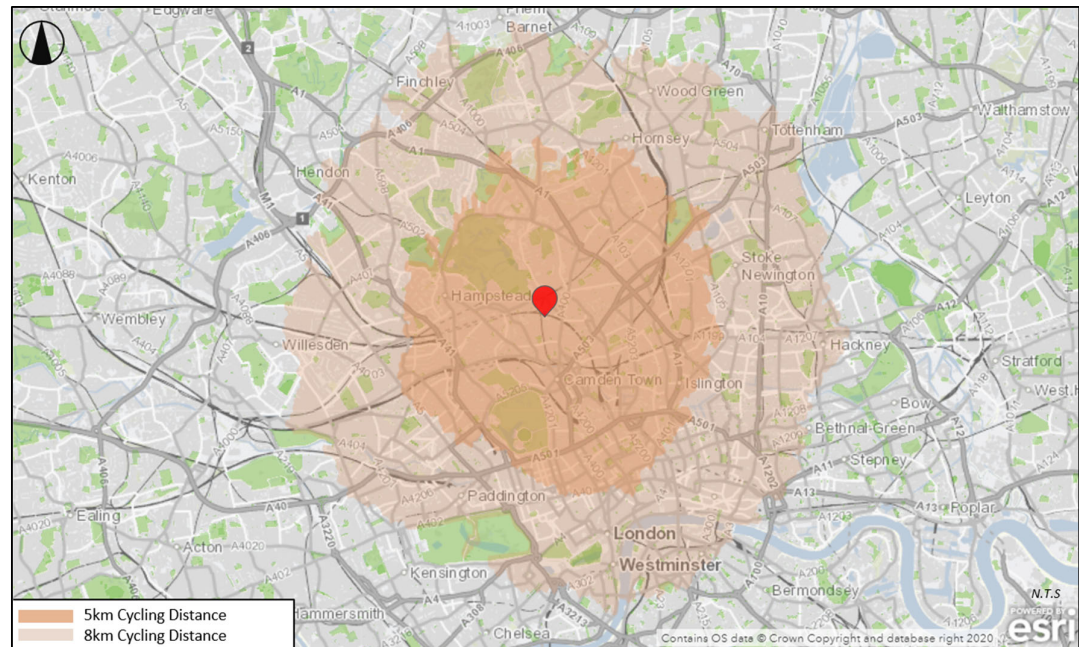
3.11 **Table 3.1** details distances between the site and public transport opportunities, which illustrates that several public transport facilities are within a short walking distance (with an average walking speed assumed to be 80m per minute).

<b>Table 3.1 – Approximate Distances to Local Public Transport Opportunities</b>			
<b>Stop / Station</b>	<b>Location</b>	<b>Distance</b>	<b>Approximate Walking Time*</b>
Kentish Town Underground Station	Kentish Town Road	440m	5 – 6 minutes
Kentish Town (Stop KB)	Kentish Town Road	440m	5 – 6 minutes
Kentish Town (Stop KF)	Kentish Town Road	440m	5 – 6 minutes
*Based on 80m per minute			

## Cycling

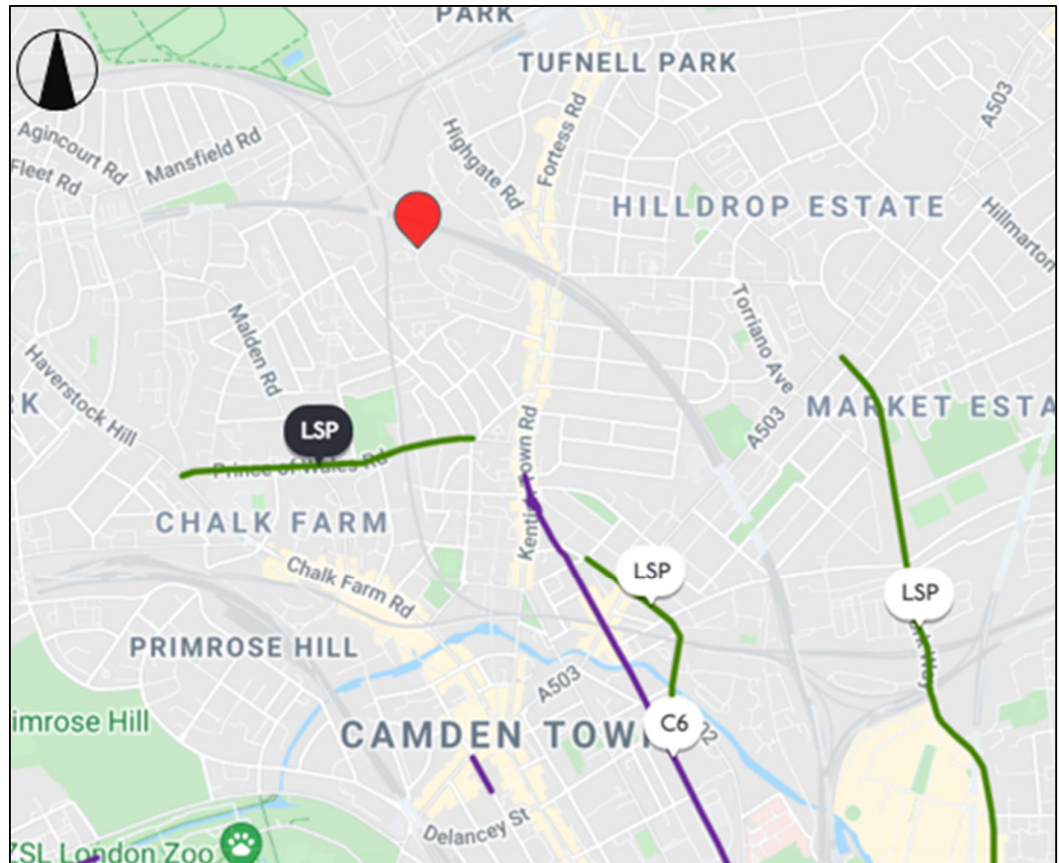
- 3.12 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although longer journeys are commonplace in London. **Figure 3.3** shows a 5km and 8km cycling catchment from the site. The map shows that Hampstead, Camden Town and Islington can be reached in a 5km cycle and that Stoke Newington, Tottenham, Wood Green, Paddington and Westminster can be reached within an 8km cycle.

**Figure 3.3 – Cycling Isochrone Map**



- 3.13 There are intermittent marked white lines for cyclists along the road in the vicinity of the site. Approximately 600m to the south of the Kentish Road Road / Regis Road junction, TfL's Cycleway 6 begins, which offers a north to south route to Blackfriars via King's Cross and connects to the wider infrastructure. There is also a length of cycleway, which operates east to west to Prince of Wales Road, which forms part of the London Street space Plan (LSP); this can also be reached approximately 600m to the south of the Kentish Town Road / Regis Road junction. A map of the TfL cycle network is shown in **Figure 3.4**.

**Figure 3.4 – Map of the TfL Cycle Network**



## Public Transport

### Bus Services

- 3.14 Kentish Town Station (Stop KB) is located 440m east of the site. The bus stop is served by routes 88, 134, 214, 393 and N20, which offer connections between Clapham Common and Parliament Hill, Warren Street and North Finchley, Moorgate and Highgate, Chalk Farm and Lower Clapton, and Barnet and Trafalgar Square. Bus stops in the opposite direction can be found 130m north on Kentish Town Road. **Table 3.2** summarises the local bus routes, whilst the TfL bus spider map for the area is included in **Appendix A**.



<b>Table 3.2 – Summary of Local Bus Services</b>					
<b>Bus Stop</b>	<b>Route</b>		<b>Frequency (every 'x' minutes)</b>		
	<b>No.</b>	<b>Destination</b>	<b>Mon-Fri</b>	<b>Saturday</b>	<b>Sunday</b>
Kentish Town Station (Stop KB)	88	Parliament Hills Fields – Omnibus Clapham	8 – 12	9 – 12	9 – 13
	134	North Finchley Bus Station – University College Hospital / Euston Road	6 – 10	6 – 10	8 – 11
	214	Highgate School / Hampstead Lane – Finsbury Square	6 – 10	6 – 10	10 – 14
	393	Upper Clapton Road – Chalk Farm Road	10 – 13	10 – 13	15
	N20	Barnet Hospital – Whitehall / Trafalgar Square	30	30	30

### **Rail & Underground**

- 3.15 The site is located within a 600m walk to Kentish Town Station, located on the east side of Kentish Town Road, whilst Kentish Town West Station is located approximately 1.4km to the south of the site.
- 3.16 Kentish Town Station is served by Thameslink national rail services to Sutton via Central London, St Albans City and Luton. There are trains approximately every 15-20 minutes in each direction.
- 3.17 Kentish Town West Station is served by London Overground services to Richmond, Stratford and Clapham Junction. There are trains approximately every 5-10 minutes to Stratford and every 15 minutes to Richmond and Clapham.

### **Public Transport Accessibility Levels**

- 3.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account 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. The scale ranges from 0 (worst) to 6 (best), with 6 demonstrating a high level of accessibility. The site has a PTAL level of 4, demonstrating a 'good' level of accessibility. The PTAL report is included in **Appendix B**.

## Travel Patterns

- 3.19 The share to each mode for staff will be influenced by factors including distance travelled, weather and access to a car, and opportunities to travel by sustainable modes. **Table 3.3** provides the assumed baseline mode share for the staff based on the 2011 Census data for Workplace Population for Middle Layer [Camden 007]. The modal share has been adjusted to reflect that the parking opportunities are restricted during the day and that there will be no on-site car parking offered.

<b>Table 3.3 – Staff Travel Patterns</b>		
<b>Mode</b>	<b>Census Data Percentage (%)</b>	<b>Adjusted Modal Split Percentage (%)</b>
Underground / Overground	24%	33%
Rail	18%	25%
Bus	14%	18%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	24%	0%
Car Passenger	1%	1%
Bicycle	6%	10%
Walking	11%	12%
<b>Total</b>	<b>100%</b>	<b>100%</b>

- 3.20 A travel survey will be given to staff three months after planning approval is granted. The modified modal split in Table 3.4 has been used for target setting for this Travel Plan until the initial (Year 0) travel survey is undertaken.

## 4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Travel Plan and 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 reviewing the Travel Plan can be found in **Section 7**.

- **Objectives** are the high-level aims of the Travel Plan; they help to give the Travel Plan direction and provide a clear focus; and
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets the development will seek to reach within the five years covered.

### Objectives

4.2 The Travel Plan's overriding objective is:

Engaging with and encouraging employees to use more sustainable ways of travelling to/from the development through more effective promotion of active modes will minimise the impact of the development on the surrounding public transport network.

4.3 The sub-objectives are as follows:

- Sub-objective 1: To increase awareness of the advantages and availability of sustainable/active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all employees;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- Sub-objective 4: To reduce unnecessary use of public transport for the journey to and from the site by employees.

### Targets

4.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and related to the degree of modal shift the plan seeks to achieve in this Travel Plan case.



## Action Targets

4.6 The key Action targets are set out below:

- Employees will be provided with a Travel Pack before occupation, which will describe the accessibility of the site;
- Travel surveys will also take place one, three and five years after the baseline travel survey (as detailed in the Monitoring section); and
- The Travel Plan and its aim targets will be updated depending on the results of the travel surveys (with the five-year survey being the final survey).

## Aim Targets

4.7 **Table 4.1** outlines the Aim Targets set out for the development. The targets measure progress towards the main objectives over five years. The interim targets are those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after five years of the launch of the Travel Plan.

4.8 The baseline figures shown in **Table 3.4** have been used to set targets (shown in **Table 4.1**) until actual baseline travel survey data is available once the development is occupied.

4.9 As the car driver modal split will be minimal, reflecting that there will be no car parking provided, the targets seek to reduce the use of public transport over time in favour of the more active modes of transport.

<b>Table 4.1 – Travel Plan Aim Targets</b>				
<b>Target</b>	<b>Mode Split</b>			
	<b>Baseline (Year 0)</b>	<b>Interim (Year 1)</b>	<b>Interim (Year 3)</b>	<b>Final (Year 5)</b>
Reduce the share of trips by Underground and Rail by 8%	58%	56%	53%	50%
Reduce bus trips by 2%	18%	18%	17%	16%
Increase the share of trips by active modes by 10%	22%	24%	28%	32%
Retain the percentage of trips by car modes (car driver and car passenger)	1%	1%	1%	1%

4.10 For those travelling from outside of Central London, most employees are expected to utilise public transport for the longest part of their journey. The targets towards encouraging active modes are more appropriate for the beginning and end of their journeys, i.e. replacing bus or underground travel with walking or cycling. The targets for those travelling from Central London will be to replace public transport trips with active travel modes.

- 4.11 It is more constructive to set Action type targets for measures to promote sustainable transport to visitors, rather than a mode split Aim Target.
- 4.12 The targets are based on census data and will need to be ratified and, if necessary, adjusted once the Year 0 Baseline modal share has been established.

## **5 TRAVEL PLAN STRATEGY**

- 5.1 A Travel Plan is a practical management tool that sets out initiatives. Hence, a Travel Plan is a process of continual improvement, requiring regular review to monitor travel patterns and assess the success of the plan's measures.

### **Travel Plan Coordinator**

- 5.2 The TPC will be appointed at least one month before the first occupation. The TPC will be retained part-time and responsible for overseeing the Travel Plan's management, development, implementation, monitoring, and review. If there is any change in the specified person, LBC will be notified.

- 5.3 The duties of the TPC will include:

- To undertake Travel Surveys in Years 0, 1, 3 and 5;
- To take responsibility for data collection and review of the Travel Plan;
- To oversee the development and implementation of the Travel Plan;
- To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- To act as a point of contact for employees requiring information;
- To ensure the travel information available is up to date;
- To co-ordinate the monitoring programme for the Travel Plan, including target setting; and
- To make necessary changes if the targets are not met.

### **Marketing**

- 5.4 Each employee will be provided with a Travel Pack on the first occupation. The Travel Pack will include a summarised version of the Travel Plan and information on local public transport services, the local walking and cycling network, contact details for taxi operators, and local Car Club operators.
- 5.5 Employees will, as a consequence, be made aware of the Travel Plan and its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Travel Pack, marketing activity will be undertaken during the point of sale (where possible).

## 6 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

6.1 This section outlines the specific physical and management measures to be undertaken in the Travel Plan. The measures outlined below are not exhaustive, and the TPC will be free to investigate other potential initiatives. The following measures have been considered:

<b>Table 6.1 – Sustainable Travel Measures Considered</b>	
<b>Measure</b>	<b>Achieved/Reason Why Not</b>
Negotiations with local bus, train or tram companies an increase in the local service provision for the development.	N/A. The site achieves a PTAL rating of 4 demonstrating that it had good access to public transport in London.
Provision of a public transport information system in a publicly accessible area.	The Travel Plan Co-Ordinator will consider this.
Provision of electric recharging facilities.	N/A as no car parking will be provided.
Provision of parking priority spaces for car sharers.	N/A as no car parking will be provided.
Consultation with the local authority on the state of the local cycle network and improvements.	Will be considered. However, the site is located within 600m of TfL's Cycleway 6 and hence is close to the network of routes across London.
Provision of dedicated and convenient cycle storage.	Provided.
Provision of cyclists' facilities.	Staff facilities will be provided on-site.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.	The site will offer areas for staff to 'break out' with benches, lighting and shelter.
Restrictions or charging for car parking.	N/A as no car parking will be provided.
Pedestrian and cyclist-friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes.	The Travel Plan sets out the walking and cycling conditions in the vicinity of the site, which offer connections to other amenities and public transport nodes.
Provision of suitable taxi drop-off or waiting areas.	N/A, given the accessibility of the site. It would not be considered acceptable by the Local Authority.
Ensure rural buildings have appropriate access to transport to serve the local community adequately.	N/A is not a rural building.

## Travel Packs

- 6.2 The Travel Pack provides a sustainable travel guide for new employees of the development. The purpose of the pack is to increase awareness of the advantages and potential for travel by more environmentally friendly modes of transport.
- 6.3 Experience shows that clear, simple messages work best, for example, cost savings, health benefits, and identifying alternatives, within the context of lifestyle choices and urban living, alongside practical information about local bus services and walking / cycle routes to key locations.
- 6.4 A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan, including:
- A summarised Travel Plan document that sets out the purpose and benefits etc.;
  - A map of the neighbourhood, showing cycling, walking and public transport routes to key local facilities;
  - Details of live travel information applications;
  - Local taxi company details;
  - Car Club information;
  - Web details for any community travel sites and community forum sites; and
  - Details of cycle hire schemes (should they come forward in the locality).

## Measures to Encourage Walking

### Walking Strategy 1: Promoting Benefits of Walking

- 6.5 Walking is a truly sustainable method of travel that offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage employees to walk whenever possible, highlighting the environmental, economic, and health benefits and will provide information and advice concerning safe, suitable routes. For those living outside of Central London, the Travel Plan Coordinator will promote employees walking the last mile of their journey, i.e. walking from the stop/station before the closest.
- 6.6 The Travel Plan Coordinator will ensure employees are aware of 'walking' initiatives set up by the LBC:
- Walking Works – A website providing tips on how to get friends and colleagues walking;
  - 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness; and
  - National Walking Month – May is National Walking Month and is promoted by Living Streets.

## **Walking Strategy 2: Maintaining Infrastructure**

- 6.7 The Travel Plan Coordinator will identify, through discussion with employees, problems with external pedestrian routes and discuss possible improvements with the highway authority.

## **Measures to Encourage Cycling**

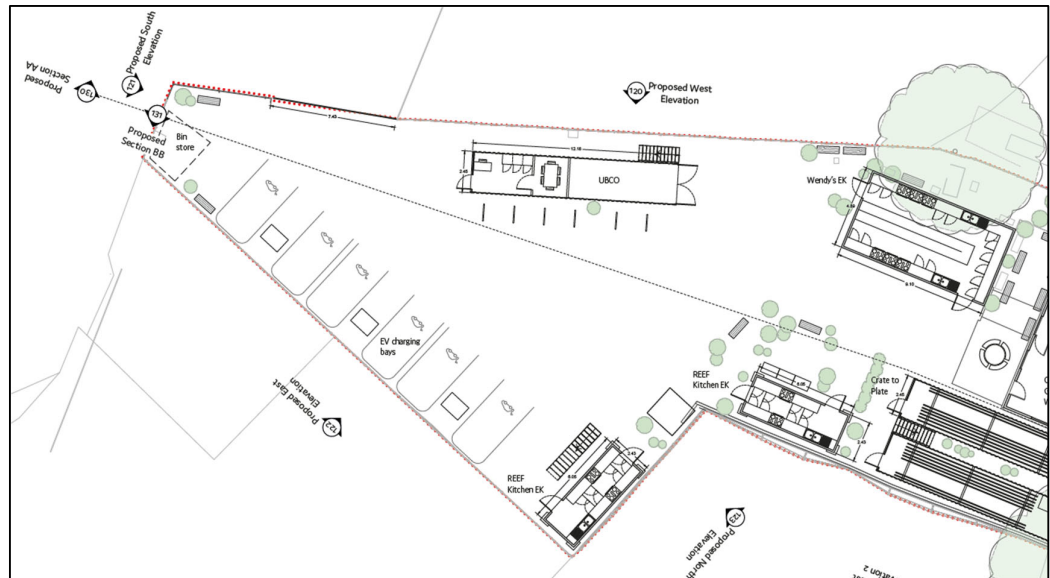
### **Cycling Strategy 1: Promoting Cycling**

- 6.8 The Travel Plan Coordinator will ensure employees are aware of cycling initiatives set up by the LBC and non-profit organisations, including:
- Bike Week ([www.bikeweek.org.uk](http://www.bikeweek.org.uk)), the biggest nationwide cycling event in the UK which usually takes place in June each year;
  - Bike 2 Work ([www.bike2workscheme.co.uk](http://www.bike2workscheme.co.uk)) enables employees to obtain a voucher to purchase a bicycle/equipment for a reduced amount of money. The Travel Plan Coordinator will discuss with occupants the possibility of offering the scheme to employees;
  - Setting up a Bicycle User Group; and
  - Promote the Council's free cycle training for adults and children living, working, or studying in Camden. Further detail can be found at <https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses>.
- 6.9 Cycle parking will be actively monitored through this Travel Plan by the TPC if there are any concerns regarding the condition of the cycle parking.

### **Cycling Strategy 2: Cycling Infrastructure**

- 6.10 Cycle parking will be provided in front of the UBCO unit; a total of 6 Sheffield stands are proposed, offering cycle parking for 12 bicycles. The Sheffield stands have been spaced 1.8m centre to centre to allow tricycles and larger bicycles to utilise the stands, as shown in **Figure 6.1**

**Figure 6.1 – Extract of the Site Plan Showing the Cycle Parking Proposed**



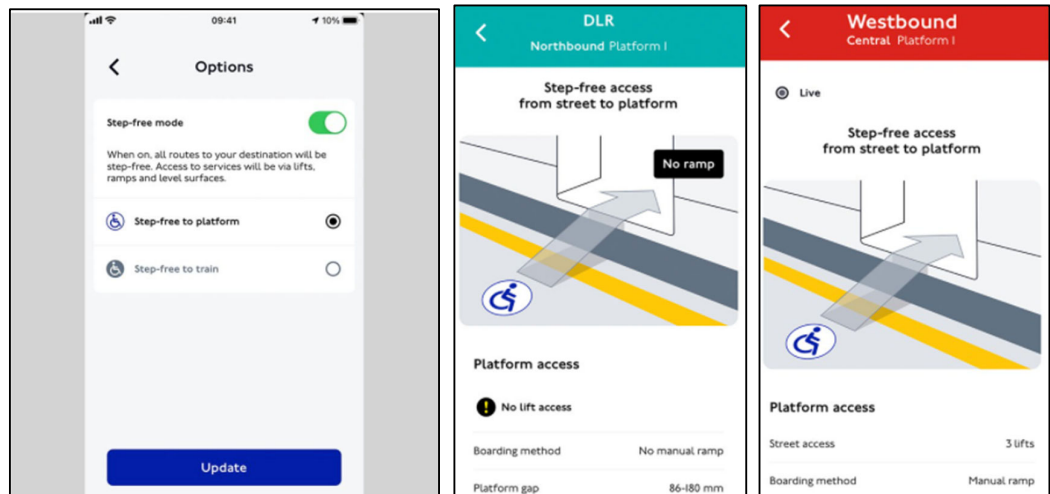
## Public Transport Use

- 6.11 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. It is particularly important in London, where the greatest levels of sustainable transport provision are available in the country.
- 6.12 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to employees. National Rail, TfL Journey Planner and Traveline websites and enquiry phone numbers will also be promoted through all relevant means and live transport applications such as City Mapper.
- 6.13 The TPC will explore the opportunity to provide live update boards on-site to inform employees of delays/cancellations.
- 6.14 The TPC will promote sustainable travel for general travel as part of a healthier way of life, not only for travel to and from the site.

## Measures for People with Disabilities and Impairments

### Disabled Persons Strategy 1: Journey Planning

- 6.15 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and discuss the most appropriate routes to provisions within the local area, including bus stops and rail / underground stations.
- 6.16 AccessAble (<https://www.accessable.co.uk/>) offers an accessibility guide to various locations, including shops and cafes in the vicinity of the site.
- 6.17 The TfL Go App enables people to plan a step-free journey ([https://tfl.gov.uk/maps/\\_using-tfl-go](https://tfl.gov.uk/maps/_using-tfl-go)). It offers detail on whether step-free access from street to train is offered, or whether a ramp is provided / necessary, as well as if there are lift disruptions. Options can be set within the app. Extracts from the app can be found below:



### Disabled Persons Strategy 2: Initiatives / Design Features / Measures

- 6.18 Wheelchair accessible lifts, toilets, accessible showers and accessible floors will be provided.
- 6.19 The blue badge scheme does not fully apply in four central London boroughs; this includes the central London area of Camden near the West End, Bloomsbury and Holborn. This central London area of Camden is called the green badge permit area, and those that live, study or work in the area can apply for a green permit.
- 6.20 Outside the green badge permit area, blue badge holders may park in:
- Blue badge bays (if time limit shown, also display clock disc with arrival time);
  - Resident permit parking and shared use permit bays;
  - Paid for parking bays; and



- Up to three hours on single or double yellow lines where there is no loading ban, the arrival time is set, and the clock is displayed.
- 6.21 Inside the green badge permit area, blue badge holders may park in:
- Blue badge bays (if time limit shown, also display clock disc with arrival time); and
  - Paid for parking bays with payment, 1 hour of additional parking is provided after the expiry of the parking session.
- 6.22 The TPC, through dialogue with the LBC (if necessary/appropriate), will also seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:
- Dropped kerbs to contain tactile paving of the appropriate colour and to be flush with the carriageway; and
  - Rotating cones on signalised pedestrian crossings.

## **Car Use**

- 6.23 If car use is required, the Travel Plan Coordinator will provide taxi operators and local car clubs details.

### **Car Strategy 1: Taxis**

- 6.24 Taxis have an important role in providing for employees and visitors when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on site.

### **Car Strategy 2: Encourage Car Club**

- 6.25 Car clubs enable employees to have access to a car without owning one or paying for maintenance and running costs. The TPC, through the Travel Pack, will promote the benefits of belonging to a Car Club. Car Clubs offer economic (no tax, MOT, fuel, servicing, repairs, depreciation and parking costs) and environmental benefits (fewer private vehicles in London) over owning and running a car.

## 7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and reviewing the Travel Plan.

### Monitoring and Reporting

- 7.2 All monitoring will follow up to date TfL best practice guidance and will be the responsibility of the TPC.
- 7.3 The monitoring programme begins with the initial Year 0 travel survey, which shall occur three months after planning permission is granted. The Travel Plan will be monitored for five years. Additional travel surveys will occur at Years 1, 3 and 5 to monitor progress towards the interim and final targets.
- 7.4 An example Travel Plan survey is contained in **Appendix C**.
- 7.5 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored regularly:
- The level of usage of the cycle parking;
  - Demand for additional cycle parking facilities; and
  - Comments received from staff relating to the operation and implications of the Travel Plan.
- 7.6 The TPC will update the Travel Plan to include the results of travel surveys and to review progress towards meeting the targets.

### Remedial Measures

- 7.7 If the Travel Plan has not met its objectives/targets in any respect, then the Travel Plan Coordinator shall consider appropriate remedial measures with the support of management.
- 7.8 The remedial measures might include:
- A review of the amount of time spent by the Travel Plan Coordinator implementing the Travel Plan, if the allotted time is not sufficient, then more time will be allocated to the Travel Plan Coordinator role to ensure each initiative is put in place. This review will take place within six months and again at 12 months;
  - A review of the utilisation of cycle parking spaces will be part of the monitoring process. Following review during the summer months or following six months of occupation,

whichever comes first, if additional cycle spaces are required, then they will be provided if possible; and

- Following the Interim Travel Surveys (Year 1 & 3) results, should targets not be met, the Travel Plan Coordinator will work with facilities manager to implement further promotion of certain initiatives as appropriate. The aim will be to ensure the uptake of certain measures, i.e. encouraging 10,000 steps a day, car club use and cycle proficiency training.

## 8 ACTION PLAN

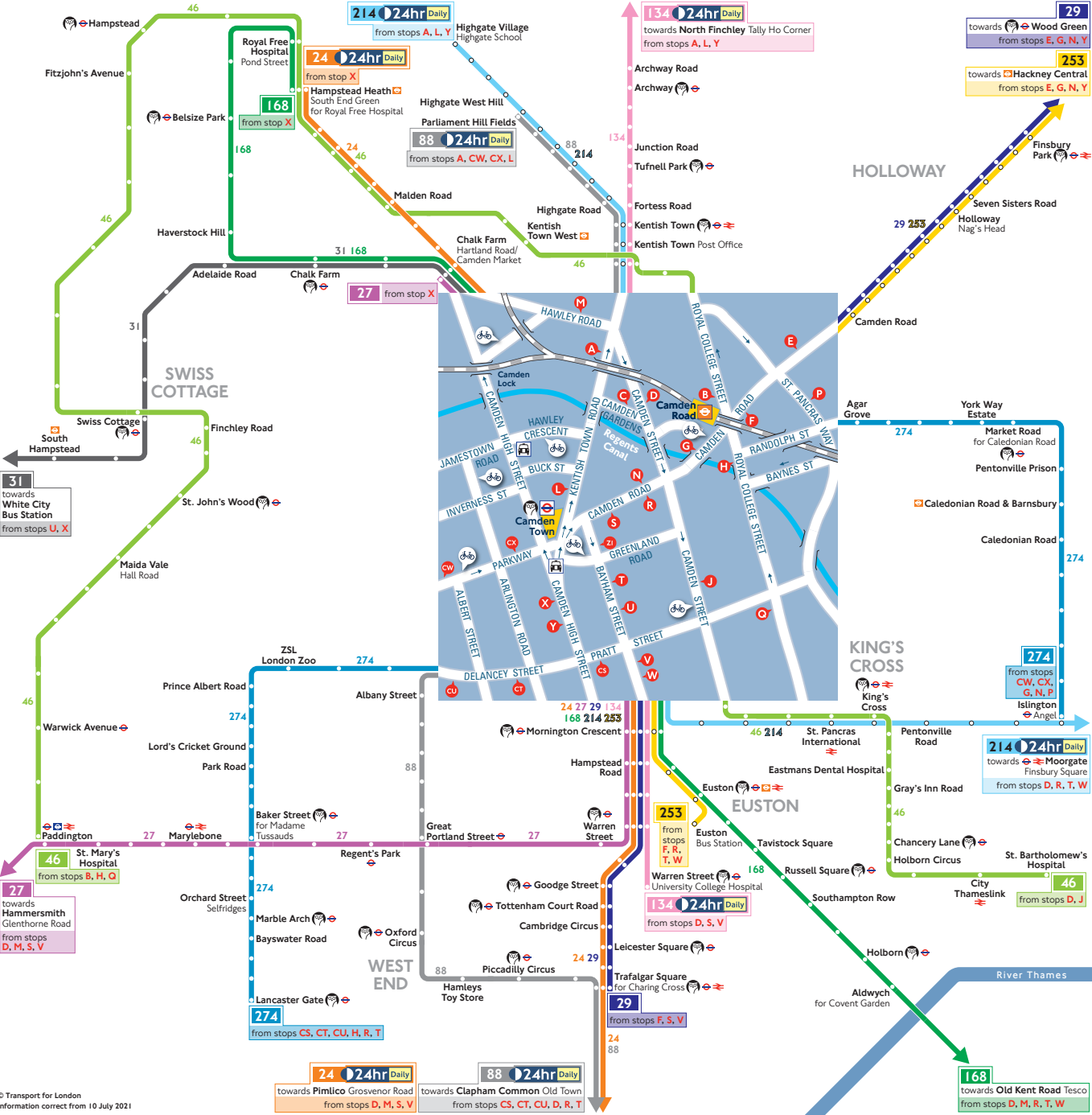
8.1 **Table 8.1** sets out an Action Plan for the Travel Plan, revised if necessary, following each Travel Plan Monitoring and Review.

<b>Table 8.1 – Travel Plan Action Plan</b>			
<b>Action</b>	<b>Target</b>	<b>Measure</b>	<b>Responsibility</b>
Production of Travel Plan	Completed Travel Plan	Travel Plan	Applicant
Appointment of Workplace Travel Plan Co-Ordinator and hand over of Travel Plan from Developer to TPC	Upon Planning Approval	Appointment of Travel Plan Coordinator	Facilities management
Launch of Travel Plan	Within one month of planning permission granted	-	Travel Plan Coordinator
Provision of cycle parking	Whilst the scheme is being built out	On completion of the development	Facilities management
Production of Travel Pack	Given to all staff	Completed Travel Pack	TPC
Implementation of Measures	Such as promotion of bike to work and walk to work schemes	Ongoing implementation	TPC
Baseline Travel Survey	After three months planning approval.	Receipt of survey results	TPC
Interim and Final Surveys	Travel surveys will take place one, three and five years after the baseline travel survey	Receipt of survey results	TPC
Travel Plan Updates	To take place immediately following Travel Surveys in Years 0, 1, 3 and 5	Receipt of survey results	TPC

## **Appendix A**

### **(TfL Bus Spider Map)**

# Buses from Camden Town



## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



## Key

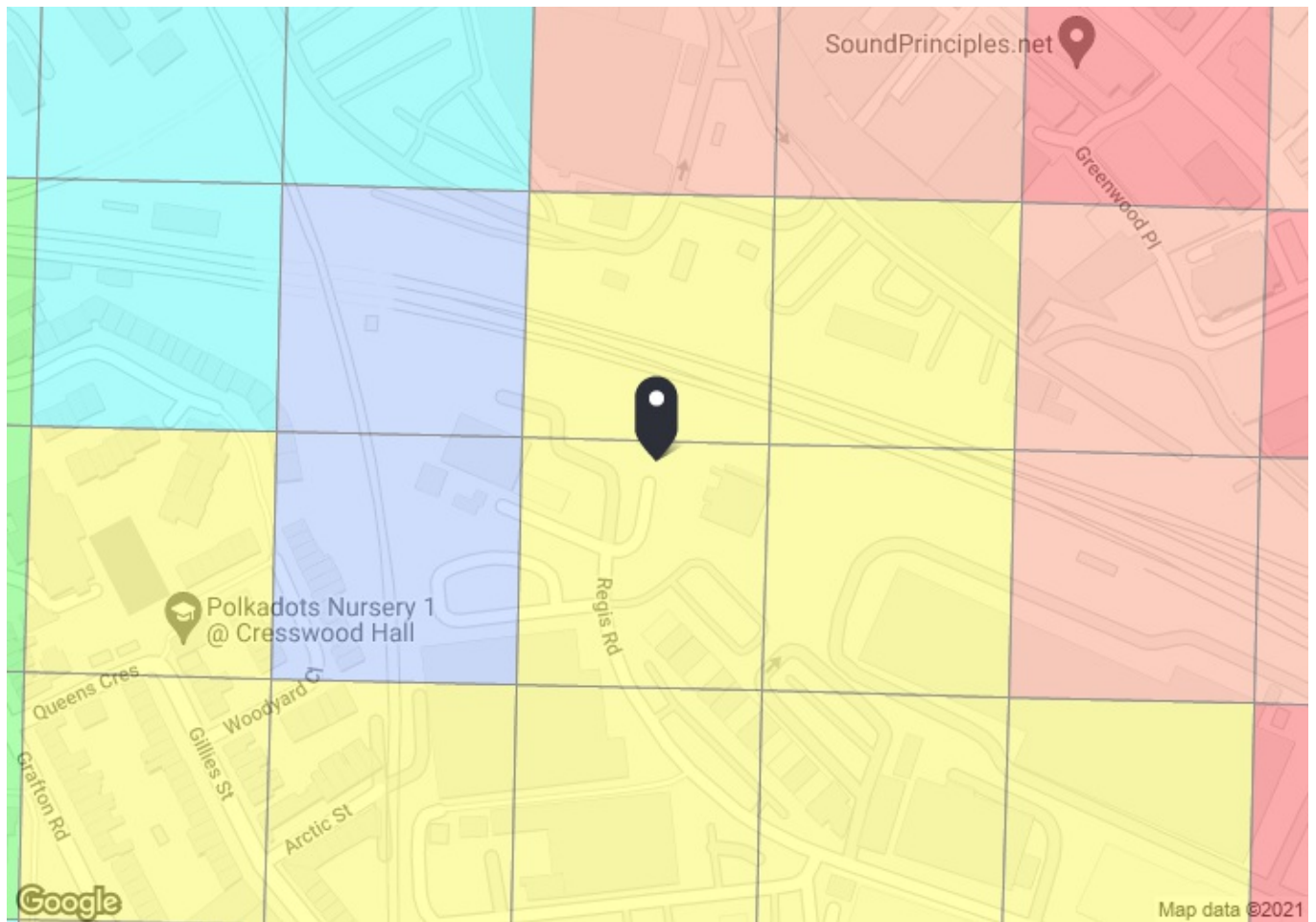
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit [tfl.gov.uk/oyster](https://tfl.gov.uk/oyster). Alternatively, find your nearest Oyster Ticket Stop at [tfl.gov.uk/ticketstopfinder](https://tfl.gov.uk/ticketstopfinder) or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

## **Appendix B**

### **(PTAL Report)**



**PTAL output for Base Year  
4**

HV23+PM Barnet, UK  
Easting: 528652, Northing: 185286

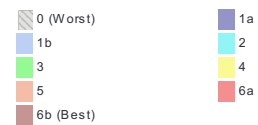
Grid Cell: 105318

Report generated: 13/10/2021

**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**



**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	546.85	5	6.84	8	14.84	2.02	0.5	1.01
Bus	KENTISH TOWN STATION	C2	546.85	8	6.84	5.75	12.59	2.38	0.5	1.19
Bus	KENTISH TOWN STATION	134	546.85	12	6.84	4.5	11.34	2.65	1	2.65
Bus	KENTISH TOWN STATION	214	546.85	8	6.84	5.75	12.59	2.38	0.5	1.19
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	579.28	1	7.24	30.75	37.99	0.79	1	0.79
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2006'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-LUTON 2010'	579.28	1	7.24	30.75	37.99	0.79	0.5	0.39
Rail	Kentish Town	'STALBCY-SUTTON 2021'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2029'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	579.28	0.67	7.24	45.53	52.77	0.57	0.5	0.28
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
LUL	Kentish Town	'Morden-HighBarnet'	579.28	14.67	7.24	2.79	10.04	2.99	1	2.99
LUL	Kentish Town	'Morden-MillHillE'	579.28	4	7.24	8.25	15.49	1.94	0.5	0.97
LUL	Kentish Town	'HighBarnet-Morden'	579.28	0.33	7.24	91.66	98.9	0.3	0.5	0.15
LUL	Kentish Town	'HighBarnet-Kenningt'	579.28	5.33	7.24	6.38	13.62	2.2	0.5	1.1
LUL	Kentish Town	'MillHill-Morden'	579.28	1.67	7.24	18.71	25.96	1.16	0.5	0.58
LUL	Kentish Town	'MillHillE-Kenningt'	579.28	1.67	7.24	18.71	25.96	1.16	0.5	0.58
Total Grid Cell AI:										16.23

## **Appendix C**

### **(Example Questionnaire)**

## Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact \_\_\_\_\_ on \_\_\_\_\_. Thank you in advance for your help.

### 1. What time do you normally arrive at work?

<input type="checkbox"/> Before 07:00 (01)	<input type="checkbox"/> 07:00-08:00 (02)	<input type="checkbox"/> 08:00-09:00 (03)	<input type="checkbox"/> 09:00-10:00 (04)
<input type="checkbox"/> 10:00-16:00 (05)	<input type="checkbox"/> 16:00-17:00 (06)	<input type="checkbox"/> 17:00-18:00 (07)	<input type="checkbox"/> 18:00-19:00 (08)
<input type="checkbox"/> 19:00-20:00 (09)	<input type="checkbox"/> 20:00-21:00 (10)	<input type="checkbox"/> After 21:00 (11)	

### 2. What time do you normally leave work?

<input type="checkbox"/> Before 07:00 (01)	<input type="checkbox"/> 07:00-10:00 (02)	<input type="checkbox"/> 10:00-14:00 (03)	<input type="checkbox"/> 14:00-17:00 (04)
<input type="checkbox"/> 17:00-18:00 (05)	<input type="checkbox"/> 18:00-19:00 (06)	<input type="checkbox"/> 19:00-20:00 (07)	<input type="checkbox"/> 20:00-21:00 (08)
<input type="checkbox"/> 21:00-22:00 (09)	<input type="checkbox"/> 22:00-23:00 (10)	<input type="checkbox"/> 23:00-24:00 (11)	<input type="checkbox"/> After 24:00 (12)

### 3. On average how long does your journey take?

<input type="checkbox"/> 0-15min (01)	<input type="checkbox"/> 16-30min (02)	<input type="checkbox"/> 31-45min (03)	<input type="checkbox"/> 46-60min (04)
<input type="checkbox"/> 61-75min (05)	<input type="checkbox"/> 76-90min (06)	<input type="checkbox"/> Over 90min (07)	

### 4. Approximately how far is your journey?

<input type="checkbox"/> 0-1 Mile (01)	<input type="checkbox"/> 2-3 Miles (02)	<input type="checkbox"/> 4-5 Miles (03)	<input type="checkbox"/> 6-10 Miles (04)
<input type="checkbox"/> >10 Miles (05)			

### 5. What mode of transport do you use for the LONGEST part of your journey to work?

<input type="checkbox"/> Drive Alone (01)	<input type="checkbox"/> Car Passenger (02)	<input type="checkbox"/> Bus (03)	<input type="checkbox"/> Train / Light Rail (04)
<input type="checkbox"/> Underground (05)	<input type="checkbox"/> Walk (06)	<input type="checkbox"/> Cycle (07)	<input type="checkbox"/> Motorbike (08)
<input type="checkbox"/> Taxi (09)	<input type="checkbox"/> Car Share (10)	<input type="checkbox"/> Other (11)	

### 6. What alternative mode of transport would you consider if your usual mode wasn't available?

<input type="checkbox"/> Drive Alone (01)	<input type="checkbox"/> Car Passenger (02)	<input type="checkbox"/> Bus (03)	<input type="checkbox"/> Train / Light Rail (04)
<input type="checkbox"/> Underground (05)	<input type="checkbox"/> Walk (06)	<input type="checkbox"/> Cycle (07)	<input type="checkbox"/> Motorbike (08)
<input type="checkbox"/> Taxi (09)	<input type="checkbox"/> Car Share (10)	<input type="checkbox"/> Other (11)	

### 7. What would encourage you to use an alternative mode of travel?

<input type="checkbox"/> More frequent bus services (01)	<input type="checkbox"/> Better pedestrian / cycle routes (02)
<input type="checkbox"/> A cleaner walking / cycling environment (03)	<input type="checkbox"/> A friend to walk / cycle with (04)
<input type="checkbox"/> A safer walking / cycling environment (05)	<input type="checkbox"/> Nothing (08)
<input type="checkbox"/> Better information on alternatives (07)	

### 8. In what age category do you fall?

<input type="checkbox"/> 25 and under (01)	<input type="checkbox"/> 26 to 40 (02)	<input type="checkbox"/> 41 to 60 (03)	<input type="checkbox"/> Over 61 (04)
--	--	--	---------------------------------------