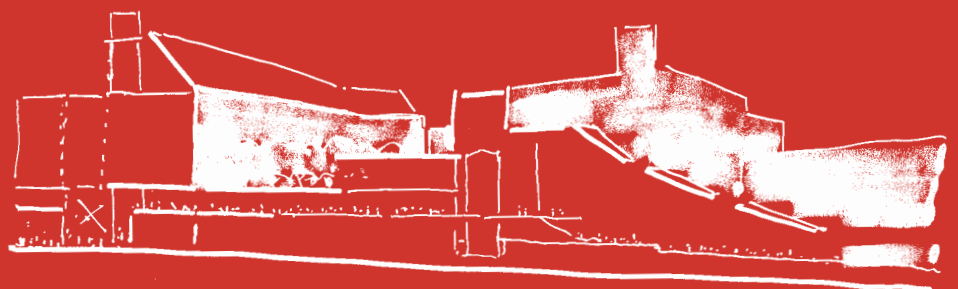


The British Library Extension

January 2022

Framework Travel Plan



The British Library and SMBL
Developments Ltd

British Library Extension

Framework Travel Plan

BL-ARUP-ZZ-XX-RP-YT-000002

Issue | January 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 249622-00

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1 Introduction

1.1 Background

This Framework Travel Plan (FTP) has been prepared by Ove Arup and Partners Ltd. ('Arup') on behalf of the British Library and SMBL Developments Ltd ('the Developer') in support of an application for planning permission in relation to the proposed extension of the British Library to provide library, retail, commercial and other facilities (hereafter referred to as 'the Proposed Development') in the London Borough of Camden (LBC).

The Proposed Development would involve extending the northern aspect of the existing British Library to provide library accommodation; commercial space designed to cater for knowledge quarter uses (including life sciences, cultural, scientific and heritage collections and data sciences); retail space; and the Crossrail 2 works at basement level.

The Proposed Development would provide a gross internal area (GIA) of up to approximately 97,000m². The new library accommodation and the Alan Turing Institute (ATI) and public circulation, including a public foyer, would be provided at approximately 10,000m² in addition to a replaced British Library Centre for Conservation (BLCC) and British Library tank farm and other library infrastructure. Approximately 76,000m² (GIA) would be provided for commercial space together with retail. Infrastructure related to Crossrail 2 would be provided at approximately 4,300m² (GIA), plus a shaft descending between basement levels 2-7.

With respect to Crossrail 2, the Proposed Development would provide the main civils and structural elements of the Euston St Pancras station eastern shaft and passenger subway tunnel. There will be adaptations to existing library operational areas, including the loading bay.

The Proposed Development would be 'car lite' with five wheelchair-accessible car parking spaces, four operational spaces for maintenance vehicles and a single minibus bay. The BLCC and the Story Garden are located within the site. In order to facilitate the construction of the Proposed Development, the BLCC would be relocated, and a new community garden would be created within the site.

The location of the Proposed Development is shown in **Figure 1**, to the rear of this report.

1.2 Planning framework and timescales

This FTP has been prepared in accordance with the *Camden Planning Guidance* (2021) and Transport for London's (TfL's) latest Travel Plan guidance, and it will form the basis of the pre-occupation Travel Plan to be prepared by the future tenants prior to taking up occupation of the Proposed Development. This FTP will focus on the initial travel planning targets and measures for the future staff working on site.

It is proposed that within a year of first occupation, a baseline travel survey will be undertaken to confirm the baseline mode shares and update the mode share targets if required. A full Travel Plan will be developed to include the updated baseline mode shares and targets. Subsequent travel surveys will take place at Year Three and Year Five of occupation, to monitor the travel activity associated with the site.

1.3 Travel Plan process and scope

The Travel Plan process forms a central element of the overall transport strategy and forms part of a systematic approach to influence long-term travel choice; as such, this document:

- Provides a summary of the existing transport networks.
- Articulates a series of objectives for the Proposed Development.
- Provides an indicative set of targets.
- Identifies and describes the initiatives proposed to support the objectives and meet the targets.
- Proposes a management strategy for delivery and monitoring.

1.4 Contacts

Below is a summary of the current information regarding the overall responsibility for the Travel Plan. The contact details will be confirmed in the Full Travel Plan.

Organisation name: This FTP has been produced by Arup on behalf of the British Library and SMBL Developments Ltd. The Travel Plan is the property of the British Library and SMBL Developments Ltd

Local Planning Authority: London Borough of Camden (LBC)

Address of Development: Land to the North of the British Library, 96 Euston Road, London, NW1 2DB

Travel Plan prepared by: Arup, 8 Fitzroy Street, London W1T 4BJ

Responsibility: Until appointment of the Travel Plan Co-ordinator, (to be advised) will fulfil the role of pre-occupation Travel Plan Co-ordinator

1.5 Travel Plan structure

The FTP is structured as follows:

- **Section 2** sets out the planning requirements for Travel Plans.
- The description of the Proposed Development is provided in **Section 3**.

- **Section 4** provides the description of the existing transport network.
- The management of the Travel Plan is included in **Section 5**.
- The aims and objectives of the Travel Plan are set out in **Section 6**.
- **Section 7** summarises the preliminary targets for the next five years.
- **Section 8** describes the initiatives and measures to achieve the targets.
- The Travel Plan monitoring is described in **Section 9**.
- The Action Plan is included in **Section 10**.
- The securing and funding of the FTP is outlined in **Section 11**.

2 Requirement for a Travel Plan

Travel plans are a key element in the Government's drive for a responsible, environmentally conscious transport policy with the focus being on the promotion of active travel. Travel plans reflect the desire to respond to the increasing concerns over the current levels of travel and the effect that they have on the environment. Travel Plans assist in rationalising the travel choices of individuals within their communities – they encourage the most beneficial use of all travel modes so that local and national concerns are fully addressed.

The policy context that underpins the Proposed Development is wide-reaching and multi-layered. However, a number of transport policy themes, goals and objectives are consistently highlighted at national, regional, sub-regional and local level, the most pertinent of which are:

- The integration of transport and land use planning.
- Managing transport issues effectively and efficiently.
- Providing sustainable transport accessibility for all users including for those walking, people with disabilities, people cycling and public transport users.
- Helping to meet the aims and objectives of the London Plan.
- Facilitating growth and regeneration opportunities in a sustainable and integrated way to deliver a lasting legacy.

This FTP has been prepared to meet the relevant planning policy requirements for the Proposed Development. The following policies are considered relevant to this FTP:

London Plan (2021)

- Policy T1 Strategic approach to transport indicates that *“all 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”*.
- Policy T4 Assessing and mitigating transport impacts states that *“Travel Plans will be required having regard to TfL guidance”, and “where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified”*.
- Policy T5 Cycling states that *“development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through”*.
- Policy T6 Car Parking outlines that the developments located in Central Activities Zone should be car free with non-residential elements to *“provide access to at least one on or off-street disabled persons parking bay”*.

Camden Local Plan (2017)

- Policy T1 Prioritising walking, cycling and public transport states that the Council will seek to ensure that developments improve the pedestrian environment; are easy and safe to walk through and are adequately lit; provide high quality pavements; provide for and make contribution towards connected, high quality, convenient and safe cycle routes; provide for accessible, secure cycle parking facilities and design requirements; and contribute towards improvements to bus network infrastructure and other forms of public transport.
- Policy T2 Parking and car-free development states that all developments must be car-free other than providing blue badge parking spaces and spaces for essential operational or servicing needs.
- Policy T3 Transport Infrastructure indicates that “*the Council will seek improvements to transport infrastructure*” and will “*protect existing and proposed transport infrastructure*”.
- Policy T4 Sustainable movements of goods and materials states that the Council will “*seek to minimise the movement of goods and materials by road*”.

Camden Planning Guidance (2021)

- “*In line with Local Plan Policy A1, the Council will expect a travel plan to be prepared for any planning application that will significantly increase travel demand or would have a significant impact on travel or the transport system.*”
- “*Travel Plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution*”.
- “*The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development*”.
- Travel Plan targets should be SMART (Specific, Measurable, Appropriate, Realistic and Timed) and ambitious.
- The Council will expect developments to provide cycle parking facilities in line with the *London Plan (2021)* but will seek an additional 20% of spaces above the *London Plan (2021)* standard to support the expected future growth of cycling, with at least 5% of the total number of cycle parking facilities allocated for non-standard cycles.
- “*All new non-residential developments will be expected to be car free in accordance with Local Plan Policy T2*” with on-site car parking provision to be limited to “*spaces designated for disabled people where these are needed*”.

3 Proposed Development

3.1 Development proposals

The planning application seeks consent for “*alterations to existing British Library building including demolition of the existing British Library Centre for Conservation and construction of a new building of up to 12 above-ground storeys and one basement level for use as library, galleries, learning, business and events spaces (Class F1) and retail and commercial spaces (Class E); provision of internal and external public spaces, landscaping and a community garden; improvement works adjacent to Dangoor Walk; provision of cycle and car parking and servicing facilities; provision of Crossrail 2 infrastructure; means of access; and all associated works and infrastructure.*”

3.2 Access

3.2.1 Pedestrian access

The site is surrounded by a comprehensive network of footways and pedestrians will access the site from multiple access points on Euston Road through the existing British Library, Midland Road, Ossulston Street and Dangoor Walk, as shown on the Rogers Stirk Harbour + Partners (RSHP) **Drawing RSHP-P-1149-P-LG**, to the rear of this report.

It is also proposed to improve the public realm along the frontage of Ossulston Street, Midland Road and a greener east-west route along Dangoor Walk, as shown in RSHP **Drawing RSHP-P-1010-P-00**, to the rear of the report.

3.2.2 Cycle access

Employees cycling will access the site via a dedicated ramp (or via two lifts, which will also be provided) within the Proposed Development, which will facilitate access to the cycle store in the basement, as shown in RSHP **Drawing RSHP-P-1149-P-LG**, to the rear of this report. A secure entry management system will be provided at the entrance to the cycle parking area.

Visitors cycling will access the short-stay cycle parking spaces on-site from multiple access points on Euston Road through the existing British Library, Midland Road, Ossulston Street and Dangoor Walk.

3.2.3 Vehicle access

The proposed vehicle access points are as follow:

- A new private, off-street car park (which will provide three wheelchair-accessible car parking spaces and two operational spaces) will be from Ossulston Street. To accommodate the entrance to the car park, it is proposed to remove or relocate three residential permit spaces from Ossulston Street.

- Delivery, servicing and waste collection vehicles will access the service yard from Midland Road, as shown in RSHP **Drawing RSHP-P-1149-P-LG**. In addition to five loading bays, two operational spaces will be provided in the service yard, accessed from Midland Road.
- The access to a new private, off-street car park (which will provide two wheelchair-accessible car parking spaces and a single minibay) will be from the access road to the service yard from Midland Road.

Use of British Library parking bays will be managed by the Library, with the British Library employees and guests (e.g. speakers / visitors from special need schools), and not general visitors, given priority. The car parking spaces are suitable/enabled disabled parking.

3.2.4 Inclusive access

Careful consideration has been given during the early design stages of the Proposed Development to ensure that the needs of a wide range of people, including those with sensory, cognitive and mobility impairments, and those in wheelchairs, are integrated into the scheme so as to ensure equal and convenient access to the building in a flexible and adaptable manner.

The following measures will be in place to ensure that those with mobility difficulties can access the Proposed Development:

- All site entry points will provide accessible routes to building and cycle entrances, as well as public realm and community areas.
- Basement cycle storage will be accessible by library and commercial staff and will be accessed by means of a stepped ramp in the public realm to the north of the extension, and through two dedicated cycle storage lifts accessible from the north of the building.
- The access route from the Ossulston Street car park to the building entrance will follow a slope incorporating a level change of 430mm with a gradient of 1:22. This route will provide a safe and secure route from the car park to the main entrance, within the site boundary (and negating the need to re-enter onto Ossulston Street).
- The accessible parking area off Midland Road will provide parking for minibuses and staff, with the vehicle entrance shared between parking and the loading bay. The parking will be located within an appropriate travel distance away from the main entrance to the east of the building, along a level access route.
- The entrance doors will have level thresholds.
- Passenger lifts will provide access to all floors.
- Suitable sanitary facilities will be provided for all possible users, including visitors.

3.3 Cycle parking and facilities

The cycle parking for the Proposed Development will be provided to meet the standards set out in the *London Plan* (2021) and *Camden Planning Guidance* (2021). The location of the cycle parking spaces and facilities are shown in RSHP **Drawing RSHP-P-1148-P-B1**, to the rear of this report.

A total of 1,112 long-stay cycle parking spaces are proposed to be provided in the basement for staff only. In accordance with TfL *London Cycle Design Standards* (LCDS, 2016), 5% of long-stay parking (56 spaces) in the form of Sheffield stands (for non-standard and larger cycles, as well as for less able people) will be provided, 10% of the long-stay cycle parking provision (111 spaces) will be in the form of lockers for folding cycles, and the remaining 945 spaces will be provided by two tier cycle stands. All long-stay cycle parking spaces will be secure, lit and covered, and access to the long-stay cycle store will be controlled.

In accordance with the *London Plan* (2021), the area schedule indicates that 172 short-stay cycle parking spaces should be provided. The proposals indicate a provision of 84 short-stay cycle parking spaces for short term visitors/public which, in association with 38 further spaces in the existing short-stay facility off the piazza was considered to be generally acceptable by Camden Council at the pre-application meeting held on 19 April 2021. The remaining 50 additional off-site cycle parking spaces are proposed to be provided in the local area, such as along the island on Midland Road, with a financial contribution agreed as part of the S106 agreement.

In addition to on-site short-stay spaces, there are several short-stay spaces on the local public highway. A total of 11 Sheffield stands (22 short-stay cycle parking spaces) on the footway on Midland Road will be affected by the development proposals; these spaces are proposed to be relocated on the public highway as part of the highway works associated with the Proposed Development.

Supporting facilities will be provided to a policy compliant level for land uses where long-stay cyclists require them; these will include lockers, showers, and changing rooms.

3.4 Car parking

It is proposed to provide five wheelchair-accessible car parking spaces (four spaces for employees of the British Library and one space for the employees of the new commercial floorspace), representing a significant reduction in the existing car parking spaces at the site (reducing from the existing 26 car parking spaces to proposed five wheelchair-accessible car parking spaces, four operational spaces and a single minibus bay).

There are currently three dedicated car parking spaces for the British Library disabled staff and guests; therefore, the proposals will provide two additional accessible car parking spaces.

As shown in DSDHA **Drawing 273_20.011**, to the rear of this note, two of the wheelchair-accessible car parking spaces will be located adjacent to the service

yard, accessed from Midland Road, and three of them will be located in the off-street car park, accessed from Ossulston Street.

The two wheelchair-accessible car parking spaces adjacent to the service yard are proposed to be provided immediately adjacent to the pavement which will assist with access to the staff entrance on Midland Road. The spaces will be within an appropriate travel distance, with mitigation measures embedded in the design (e.g. sightlines, accessible routes, and resting places).

The other three wheelchair-accessible car parking spaces will be located in a new private, off-street car park, accessed from Ossulston Street, and they will be within a travel distance with mitigation measures embedded in the design.

Use of British Library parking bays will be managed by the Library, with the British Library employees and guests (e.g. speakers / visitors from special need schools), and not general visitors, given priority. The car parking spaces are suitable/enable disabled parking.

20% of parking spaces will be fitted with active charging facilities and 80% with passive provision to conform with the *Camden Planning Guidance: Transport* (2021) requirements.

3.5 Setting down point

The provision of a standalone facility to be used for disabled visitors to the British Library is proposed to be provided within the curtilage of the site on Midland Road.

3.6 Minibus facility

It is proposed to provide one vehicle space for minibuses next to one of the wheelchair-accessible car parking spaces on Midland Road, with a direct and convenient route to the building entrance on Midland Road.

3.7 Sustainable transport measures

The sustainable transport measures proposed for the Proposed Development are demonstrated in **Table 1**.

Table 1: Sustainable transport measures

Measure type	Proposed measures
Active travel measures	
For pedestrians	Improvement of the public realm along the frontage of Ossulston Street, Midland Road and a greener east-west route along Dangoor Walk.
Cycle parking spaces	Provision of a total of 1,112 cycle parking spaces for staff only and 172 for short term visitors/public. 122 of short-stay cycle parking will be provided on site with the remaining 50 additional off-site cycle parking spaces are

	proposed to be provided in the local area, through a financial contribution agreed as part of the S106 agreement.
Cycle parking facilities	The following cyclists' facilities are proposed to be provided for the employees: <ul style="list-style-type: none"> • Lockers • Showers and changing facilities
Private transport measures	
Parking spaces	Provision of five wheelchair-accessible car parking spaces, four operational spaces and a single minibus bay (representing a reduction from the existing 26 spaces at the site).
Electric vehicle charging	20% of parking spaces will be fitted with active charging facilities and 80% with passive provision.

4 Local transport networks

4.1 Overview

This section provides an overview of the transport networks in the vicinity of the Proposed Development and therefore identifies the accessibility of the site by the different transport modes.

4.2 Walking accessibility

The site is well situated in terms of its accessibility to facilities and amenities within a 20-minute walk. **Figure 2**, to the rear of this report, outlines the catchment area illustrating the distance that may be covered on foot to and from the site within 20 minutes' walk time.

In the vicinity of the site, there is a good provision for pedestrians with footways of an adequate width leading to key destinations, including public transport stops and stations. The primary walking route to the site is A501 Euston Road, Midland Road and Ossulston Street, all of which provide footways and dropped kerbs at appropriate locations to assist those travelling with buggies or wheelchairs.

A zebra crossing is provided on Midland Road, outside St Pancras station, to the northeast of the site. Signalised pedestrian crossings are provided at the junctions of A501 Euston Road and Ossulston Street, and A501 Euston Road and Mabledon Place to the southwest of the site, and the junction of A501 Euston Road, Midland Road and Judd Street to the southeast, which allow people to walk safely across the street.

There is also a good provision for disabled pedestrians in the vicinity of the site. All pedestrian crossings are provided with tactile paving on the approaches to the crossings. The tactile paving is also colour contrasted to assist those with visual impairments. Dropped kerbs are provided at all crossing locations.

4.3 Cycling accessibility

There are several cycle routes available in the vicinity of the site, including:

- Cycleway 3 (C3) runs along the southern boundary of the site on Euston Road with lightly segregated cycle lanes from Gower Street to Judd Street/ Midland Street, linking with Cycleway 6 (C6).
- C6 runs to the east of the site from north to south along Midland Road, running through Camden, Islington and Southwark.
- Local Cycle Network (LCN) Route 6 runs to the west of the site from north to south along Goldington Street, Purchase Street and Ossulston Street, and LCN Route 16 runs from east to west to the north of the site along Brill Place, Ossulston Street and Polygon Road.

All cycle routes in the vicinity of the site are shown in **Figure 3** and the 20-minute cycle catchment is shown in **Figure 4**, to the rear of this report.

A total of 55 Sheffield stands are currently available on-site (within the site boundary of the Proposed Development), located at grade to the south of the existing car parking spaces, providing 110 long-stay cycle parking spaces.

Within the wider site (e.g. including the existing British Library), there are a total of 39 Sheffield stands providing 78 short-stay cycle parking spaces in the British Library building undercroft next to Ossulston Street. In addition, 24 Sheffield stands (48 short-stay cycle parking spaces) are provided in the ‘bike sheds’ on the piazza adjacent to the Ossulston Street gate.

Public cycle parking facilities are available at a number of locations in the immediate vicinity of the site. These stands are located at Euston Road outside of the British Library building (seven Sheffield stands), Midland Road to the south of Brill Place (29 Camden-M type stands), and Ossulston Street to the south of Brill Place (six Sheffield stands).

There are a number of Cycle Hire docking stations within walking distance of the site (as shown in **Figure 3**), including:

- Ossulston Street, Somers Town (30 bicycles, 120m to the southwest).
- Cartwright Gardens, Bloomsbury (22 bicycles, 460m to the south).
- Doric Way, Somers Town (48 bicycles, 480m to the southwest).
- Belgrove Street, King's Cross (48 bicycles, 480m to the southeast).
- Birkenhead Street, King's Cross (27 bicycles, 630m to the southeast).
- Euston Square Gardens, Euston (30 bicycles, 640m to the southwest).
- Endsleigh Gardens, Euston (32 bicycles, 650m to the southwest).

4.4 Public transport network

4.4.1 Public Transport Accessibility Level

Public transport users will benefit from the Proposed Development’s Public Transport Accessibility Level (PTAL) rating of 6b, which indicates an ‘excellent’ connectivity to the surrounding network, and the highest possible score on the PTAL scale. This assumes a walk speed of 4.8km per hour. PTAL considers rail stations within a 12-minute walk (960m) of the site and bus stops within an 8-minute walk of the site (640m), as accessible.

4.4.2 Bus services

There are 16 bus routes available within 640m walking distance of the site with routes operating to a wide variety of destinations in central and Greater London, as shown in **Figure 5**, to the rear of this report. Further information on the bus routes serving the area in the vicinity of the site and their frequencies is provided in **Table 2**.

Table 2: Local bus services

Route No.	Origin - destination	Nearest stop	Frequency (buses per hour per direction)
46	Lancaster Gate station - St Bartholomew's Hospital	St Pancras International (Stop S)	6
63	Forest Hill Tavern - King's Cross station/ York Way		12
214	Highgate School/ Hampstead Lane - Finsbury Square		8
30	Portman Street/ Selfridges - Hackney Wick/ Trowbridge Road	British Library (Stop C)	7-8
73	Holles Street - Stoke Newington Common		18
91	Tottenham Lane - Whitehall/ Trafalgar Square		9
205	Cleveland Terrace - Bow Church station		8
390	Archway station - Victoria bus station		8
17	Archway station/ Holloway Road - London Bridge bus station	King's Cross Station York Way (Stop G)	7-8
259	Edmonton Green bus station - King's Cross Road/ Pentonville Road		8
476	Northumberland Park - King's Cross station/ York Way		7-8
18	Sudbury & Harrow Road station - Euston station	Euston bus station (Stop E)	17
59	Telford Avenue - Euston bus station		10
68	St Julian's Farm Road - Euston bus station		9
253	Hackney Central station - Euston bus station	Euston bus station (Stop G)	12
168	Royal Free Hospital - Dunton Road	Euston Road (Stop L)	9

4.4.3 London Underground services

There are two London Underground stations within walking distance of the site, as shown in **Figure 5**, to the rear of this report. These are (distances are given in brackets):

- King's Cross / St Pancras (250m to the southeast – Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria lines).
- Euston (480m to the southwest – Northern and Victoria lines).

A summary of the peak hour services from these stations is provided in **Table 3**.

Table 3: London Underground services

Station	London Underground line	Direction of travel	Service (terminating station)	Peak hour frequency (services per hour)
King's Cross (Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria lines)	Circle line	Anticlockwise	Hammersmith	6
		Clockwise	Edgware Road	6
	Piccadilly line	Northbound	Cockfosters	18
			Arnos Grove	6
		Southbound	Rayners Lane	4
			Heathrow T5	6
			Heathrow T4	6
			Uxbridge	8
	Northern line	Northbound	Edgware	12
			High Barnet	7
			Finchley Central	3
			Mill Hill East	1
		Southbound	Kennington	18
			Morden	6
	Hammersmith & City line	Eastbound	Barking	7
		Westbound	Hammersmith	6
	Metropolitan line	Eastbound	Aldgate	7
		Westbound	Watford	2
			Amersham	2
			Uxbridge	7
Victoria line	Eastbound	Walthamstow Central	36	
	Southbound	Brixton	36	

4.4.4 London Overground services

The nearest London Overground station to the site is Euston providing services to Watford Junction via Willesden Junction, Wembley Central, and Harrow & Wealdstone. The station is the terminus for the Watford Junction to Euston route and provides four services to Watford Junction in the AM and PM peak hours.

4.4.5 National Rail services

The nearest National Rail stations to the site are King's Cross, St Pancras and Euston, as shown in **Figure 5**, to the rear of this report.

King's Cross station provides commuter services operated by Thameslink and Great Northern, serving destinations in north London, such as Finsbury Park, Haringay, and Enfield. Destinations further afield include Welwyn Garden City,

Stevenage, Peterborough, Cambridge, and King's Lynn. Long-distance departures from King's Cross are operated by Grand Central, Hull Trains, and London North Eastern Railway (LNER). Trains serve destinations in north-east England and Scotland, including Leeds, Newcastle upon Tyne, and Edinburgh.

Adjacent to the site is St Pancras International, the London terminus for Eurostar services to continental Europe (Amsterdam, Brussels and Paris). The station is also the terminus of Southeastern High Speed services from Kent and Stratford International. Other long-distance National Rail services are operated by East Midlands Railway to cities such as Leicester and Sheffield. Thameslink operates regional services across London, South East England, and East Anglia. Trains serve key destinations including Bedford, Brighton, Cambridge, and Luton. They also serve several major London destinations, including Farringdon, Finsbury Park, and London Bridge. These routes provide the local area with direct links to Gatwick and Luton Airports.

National Rail trains from Euston serve the West Midlands, North Wales, north-west England, and Scotland. Destinations include Birmingham, Liverpool, Manchester, Holyhead, and Glasgow.

4.5 Local road network

As shown in **Figure 6**, to the rear of this report, the roads bounding the site are Ossulston Street to the west and Midland Road to the east, both of them are subject to a 20mph speed limit. Traffic on Midland Road is one-way southbound.

The nearest connection to the Transport for London Road Network (TLRN) is the A501 Euston Road, located to the south, next to the British Library site. The Midland Road/ Euston Road and Ossulston Street/ Euston Road signalised junctions are located immediately to the east and west of the British Library site respectively.

The A501 is part of the London Inner Ring Road, a 19km route formed from a number of major roads that encircle central London. In the vicinity of the site, it also forms the northern boundary of the London Congestion Charge (LCC) zone, but the road itself is not part of it. Drivers are required to pay a £15 daily charge between 07:00 and 22:00 to access the LCC zone.

The A501 also gives local access to the Marylebone (Baker Street), Paddington and Euston areas to the west, and to the King's Cross, St. Pancras and Angel areas to the east.

The site falls within the Ultra-Low Emission Zone (ULEZ), and it operates 24/7. Most vehicles, including cars and vans, need to meet the ULEZ emissions standards or the drivers are required to pay a £12.5 daily charge to drive within the zone.

4.6 Local car parking

4.6.1 On-street parking restrictions

The streets surrounding the site are subject to parking controls as part of the LBC Controlled Parking Zone (CPZ) known as CA-G. Parking restrictions apply from Monday to Friday, from 08:30 to 18:30, with no controlled hours on Saturday and Sunday.

4.6.2 Accessible car parking

The nearest on-street bays (a total of ten bays) for Blue Badge Holders only are located on Ossulston Street, approximately 100m-160m (depending on the location of the bay) to the west of the site. Badge holders are able to park there at any time.

4.6.3 Permit holder car parking

The majority of the car parking spaces in close proximity to the site on Ossulston Street, Brill Place and Chalton Street are for residential permit holders, operating Monday to Friday 08:30-18:30.

4.6.4 Pay and display car parking

The nearest pay and display car parking spaces are located on Ossulston Street, approximately 100m-130m (depending on the location of the bay) to the west of the site, with a maximum stay of two and four hours. The pay and display car parking spaces are operating Monday to Friday 08:30-18:30 with a charge of £4.47 per hour for non-diesel cars and £5.43 per hour for diesel cars.

4.6.5 Motorcycle parking

There are unrestricted solo motorcycle parking bays within walking distance of the site. The nearest bay is located on Bidborough Street, approximately 160m to the south of the site. The motorcycle parking bays are operating Monday to Friday 08:30-18:30, and Saturday 08:30-13:30.

4.6.6 Off-street public parking

The nearest off-street publicly available car park to the site is approximately 500m to the south of the site on Judd Street.

4.6.7 Car clubs

There are several car club parking spaces within a 640m walking distance of the site. The nearest car club parking bay, operated by Zipcar, is approximately 60m to the southwest of the site on Ossulston Street.

4.6.8 Taxi

There is a taxi rank located on Midland Road, approximately 350m to the east of the site.

4.7 Public transport improvements and proposals

This section reviews currently proposed improvements to the local public transport network, which are unrelated to the Proposed Development.

4.7.1 London Underground line improvements

As part of TfL's ongoing commitment to improve London Underground services, the following upgrades to stations and London Underground lines in the vicinity of the site are planned:

- The Four Lines Modernisation programme (new signalling on the Circle, District, Hammersmith & City and Metropolitan Lines, with new S-stock trains already in service - forecast to increase capacity on these lines by 33% by the end of 2023).
- The Northern Line extension from Kennington to Battersea Power station expected to open between 2021 and 2022.
- Capacity improvements on the Jubilee and Northern lines, which are due to be completed by 2022. The aim is to have up to 32 trains an hour operating on the central section of the Jubilee line during peak hours, and the Northern line will increase to 31 trains per hour.

Due to the uncertainty around the evolution of the COVID-19 pandemic and the consequent pressures on transport revenue and expenditure, public transport capital expenditure may be curtailed, and some projects may face delayed completion dates.

4.7.2 Elizabeth line (Crossrail)

The Elizabeth line will provide a rail connection through central London linking Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east. Once in operation, the line will be served by a total of 41 stations, with the closest station to the Proposed Development located being Farringdon station (approximately 1km walking distance from the site, approximately a 14-minute walk).

At peak times, up to 24 trains per hour in each direction will operate via the core section, tunnelled under central London. As well as Farringdon station, central London access will be provided at Paddington, Bond Street, Tottenham Court Road, Liverpool Street and Whitechapel stations.

Services on the eastern branch from Liverpool Street to Shenfield and on the western branch from Paddington to Heathrow and Reading are currently being operated as TfL Rail. Services through central London (from Paddington to

Abbey Wood) are expected to begin in spring 2022. The Elizabeth line will open in phases.

The project is currently operating timetabled train movements, as part of 'Trial Running', in the central operating section with the delivery of the entire railway expected to occur in the first half of 2022.

4.7.3 Crossrail 2

Crossrail 2 is a new proposed railway linking the national rail networks in Surrey and Hertfordshire to London. The new railway will stop at key locations throughout the city centre, including Euston St. Pancras (the nearest station to the Proposed Development).

This will improve access to and from London across the wider South East, and significantly reduce congestion on existing London Underground and National Rail services.

The new Euston St. Pancras station will link Euston and King's Cross St. Pancras stations and will:

- Improve journey with up to 30 trains per hour to destinations including London, Hertfordshire and Surrey.
- Reduce crowding on Northern and Victoria lines during peak periods by up to 25% each.
- Connect with existing National Rail and London Underground services and add station capacity and step free access to the Crossrail 2 platforms.

The Crossrail 2 project has currently been paused although it has been agreed to continue to safeguard land, allowing the scheme to be potentially revived in the future. As stated in **Section 1.1**, the Proposed Development is proposed to provide the main civils and structural elements of the Euston St Pancras station eastern shaft and passenger subway tunnel.

5 Travel Plan management

5.1 Overview

The success of any Travel Plan can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

The most successful Travel Plans have management support and dedicated staff resource to manage and oversee them. It follows that the decision to develop and implement a Travel Plan should be a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local council.

5.2 Travel Plan Co-ordinator

5.2.1 Appointment

Prior to the occupation of the Proposed Development, a Travel Plan Co-ordinator will be appointed by the Developer to prepare the Travel Plan that will be submitted to Camden Council following occupation of the Proposed Development. On appointment of the Travel Plan Co-ordinator, Camden Council will be informed of their contact details.

In order to ensure an effective approach, it is envisaged that a single Travel Plan Co-ordinator will be responsible for the Travel Plan.

5.2.2 Role

The roles and responsibilities of the Travel Plan Co-ordinator are set out below:

- Overseeing implementation of the Travel Plan measures in a timely manner.
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives and measures.
- Developing and disseminating appropriate marketing and information materials, considering the use of social media, smartphone and tablet applications.
- Establishing, chairing and co-ordinating a Travel Plan Steering Group (see **Section 5.3**) with meetings as required.
- Undertaking appropriate monitoring of the Travel Plan including any appropriate reviews and revisions to the Travel Plan.
- Reviewing the targets in co-ordination with the Travel Plan Steering Group on a yearly basis, including once the travel survey data has been collected and the site-specific travel patterns are fully appreciated, before being passed on to Camden Council.

- Assessing which measures have been effective and which ineffective, following collection and analysis of the travel survey data (for example, if, by the end of a particular year, the data collected indicates that modal shifts are not following the desired patterns).
- If need be, and in consultation with Camden Council, making further decisions about which measures to maintain and which to revise or replace with alternatives.
- Regularly liaising with any appropriate groups/ organisations (e.g. Camden Council Travel Plan officers) to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results.
- Monitoring and reviewing progress and identify targets for taking the Travel Plan forward on a yearly basis.
- Ensuring that work on the Travel Plan is co-ordinated with other activities of the development.

5.3 Travel Plan Steering Group

A Travel Plan Steering Group will be set up to provide support to the Travel Plan Co-ordinator and to allow all tenants and employees become involved in the development of the Travel Plan. As part of the membership to the Travel Plan Steering Group, it will be required that senior management staff from each organisation and the building management company attend to ensure high-level buy-in for the Travel Plan.

The Travel Plan Steering Group will be used to discuss the feedback on the implemented measures and to raise awareness of the Travel Plan. The Travel Plan Steering Group allows for momentum to be maintained since the development of a Travel Plan is a dynamic process and not the one-off production of a document.

Membership of the Travel Plan Steering Group will be open to all tenants and employees. Details of all meetings will be advertised and undertaken at a convenient time to ensure that all tenants and employees who wish to attend are able to do so.

6 Aims and objectives

6.1 Overarching aims

The Travel Plan is a cogent strategy for providing and promoting realistic, high-quality travel options and improving the travel environment for the community as a whole. The Travel Plan will be focused on the future employees of and visitors to the Proposed Development. The measures suggested within this FTP are intended to encourage travel by sustainable and active modes of transport. The overarching aims are to:

- Influence the travel behaviour of the future employees and visitors.
- Encourage travel by cycle, on foot and by public transport by highlighting the accessibility and availability of these modes.
- Promote healthy lifestyles, sustainable and active travel, vibrant communities, and flexible working.

6.2 Objectives

The overarching objective of this FTP is to facilitate and promote the sustainable movement of employees and visitors to and from the Proposed Development while reducing the need to travel and reducing car travel. In line with guiding policy, the following preliminary objectives have been prepared for the Proposed Development.

As the Travel Plan is an evolving document, these will be continually reviewed and at this stage are as follows:

- Promoting walking and cycling journeys, both for journeys to and from work and during the day in order to improve health and to minimise the impact of the Proposed Development on the local transport network.
- Positively promoting health and wellbeing whilst not aspiring to dictate the lifestyles of the employees of and visitors to the Proposed Development.
- Linking the Proposed Development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the impact of the Proposed Development on the road infrastructure in its vicinity.
- Promoting the existing public transport connections in the area including local bus services, and London Underground, London Overground and National Rail services.

7 Travel Plan targets

7.1 Overview

In order for the Travel Plan to succeed, and to enable a measurement of success, indicative mode share targets have been set. These targets are Specific, Measurable, Achievable, Realistic and Timed (SMART).

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the plan or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

The initial target mode shares presented will be subject to change as these figures are based upon the current best estimate of mode share for the Proposed Development. An initial travel survey will update the estimated mode share to a confirmed baseline. Once this data has been obtained, the future year targets can be amended (if required) in line with the proportions presented.

However, given that the initial set of mode shares have sought to take account of existing travel patterns in the immediate area, it is considered that the initial targets and proposed mode shifts will provide a sound basis for the continued development of the Travel Plan.

If, by the end of a particular year, the data collected indicates that mode shifts are not following the desired patterns, the Travel Plan Co-ordinator will assess which measures have been effective and which ineffective. They will then make further decisions about which measures to maintain and which to replace with alternatives. Likewise, if it appears that targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Co-ordinator will revise these in consultation with Camden Council.

7.2 Baseline mode share

The baseline mode share of employees and visitors of the Proposed Development was established in the Transport Assessment and was derived from the 2011 Census Travel to Work and TRICS. The baseline mode share for the employees and visitors are outlined in **Table 4** and **Table 5** respectively.

7.3 Targets

7.3.1 Employees

The overall strategy of the Travel Plan is to increase the number of walking and cycling trips, promote public transport and minimise trips by car. Although a shift towards public transport is desirable when car trips are taken off the road, the most desirable longer-term shift is towards walking and cycling.

In setting targets, the baseline mode share has been further adjusted and consideration has been given to the following:

- Although there is an aspiration to increase the number of walking-only trips, it is considered that the scope for increase is limited due to the location of the site. Most employees are not likely to live within walking distance of the site but the orientation of Mayoral policy towards more trips made on foot (including those running to work) means that an ambitious increase in walking-only trips to 6.5% is an achievable and appropriate mode share target at the Year Five horizon.
- The mode share target for cycling is assumed to increase to 13% at the Year Five horizon.
- The taxi mode share is expected to remain the same at 0.1%, recognising that there are a minimum irreducible number of employee trips that will be made.
- The mode share target for motorcycle/ scooter/ moped decreases from 1.2% to 1.1% from Year One onwards, to reflect the absence of on-site provision, but continuous demand will be catered for by local on-street bays.
- The car driver and car passenger modal shares have been maintained at 0.2% and 0.0% respectively over the monitoring period, to reflect the absence of on-site car parking provision (with the exception of five wheelchair-accessible car parking spaces) and the aspiration to cut down on private car use (with the aim of no employees travelling as car drivers or passengers, except disabled ones).
- The above means that the public transport mode share will overall decrease accordingly to accommodate the proposed increases in walking and cycling trips, which is in line with Mayoral policy.

The preliminary targets for the employees of the Proposed Development are shown in **Table 4**.

Table 4: Estimated baseline mode share and future year targets – employees

Mode	Mode share (%)			
	Baseline	Year 1	Year 3	Year 5
Walking	5.3%	5.6%	6.3%	6.5%
Cycling	10.0%	11.0%	12.0%	13.0%
Bus	15.7%	15.5%	15.0%	14.5%
London Underground/ Overground	40.0%	39.0%	38.3%	38.0%
National Rail	27.0%	27.0%	26.5%	26.1%
Taxi	0.1%	0.1%	0.1%	0.1%
Motorcycle, scooter, moped	1.2%	1.1%	1.1%	1.1%
Car/van driver	0.2%	0.2%	0.2%	0.2%
Car/van passenger	0.0%	0.0%	0.0%	0.0%
Other	0.5%	0.5%	0.5%	0.5%
Total	100.0%	100.0%	100.0%	100.0%

7.3.2 Visitors

In setting targets for the visitors to the British Library and commercial use, the baseline mode share has been further adjusted and consideration has been given to the following:

- The mode share targets for walking-only and cycling trips are assumed to increase to 3.0% and 4.1% respectively at the Year Five horizon.
- The mode share targets for taxi, motorcycle/ scooter/ moped are expected to remain the same at 1.0%, recognising that there are a minimum irreducible number of visitor trips that will be made.
- The car driver and car passenger modal shares have been maintained at 0.0% to reflect the absence of on-site car parking provision for the visitors of the British Library and commercial use.
- The public transport mode share will decrease to accommodate the proposed increases in walking and cycling trips.

The preliminary targets for the visitors of the Proposed Development are shown in **Table 5**.

Table 5: Estimated baseline mode share and future year targets – visitors

Mode	Mode share (%)			
	Baseline	Year 1	Year 3	Year 5
Walking	3.0%	3.2%	3.9%	4.1%
Cycling	6.0%	7.0%	8.0%	9.0%
Bus	13.0%	12.8%	12.6%	11.9%
London Underground/ Overground	36.0%	35.0%	34.3%	34.0%
National Rail	40.0%	40.0%	39.2%	39.0%
Taxi	1.0%	1.0%	1.0%	1.0%
Motorcycle, scooter, moped	1.0%	1.0%	1.0%	1.0%
Car/van driver	0.0%	0.0%	0.0%	0.0%
Car/van passenger	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%

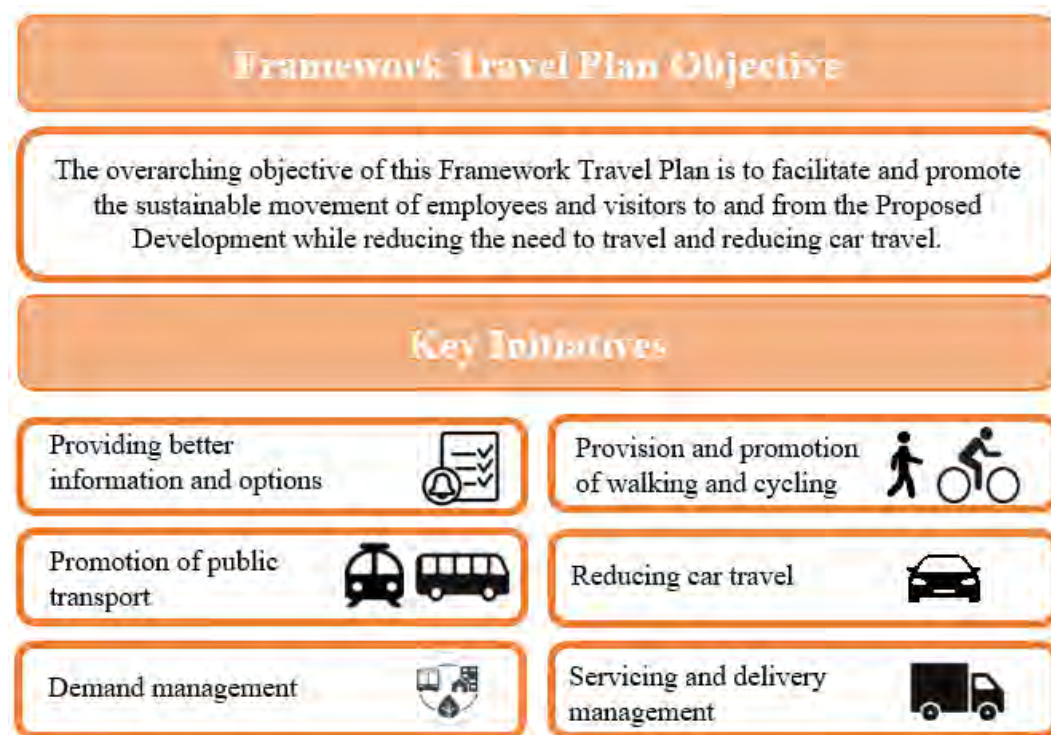
8 Travel initiatives and measures

8.1 Overview

The British Library currently has its own travel initiatives to promote sustainable movement of employees. The future employees of and visitors to the Proposed Development will be encouraged to consider the initiatives outlined in this section. These initiatives will be reviewed with reference to findings from the initial travel surveys.

The measures listed below are not exhaustive and may change with time and, as a living document, the Travel Plan will require the periodic updating of the list of measures. It is noted that some measures will be applicable to all users of the Proposed Development whereas others may be targeted at specific user groups.

The initiatives and measures identified are intended for the initial period of occupation while a more detailed Travel Plan is developed. The FTP will require data from travel surveys in order to develop bespoke initiatives and measures.



8.2 Provide better information and options

Measures that will be considered to provide better travel information and options for the employees of and visitors to the Proposed Development include:

- A Welcome Pack will be given to new employees and will contain a copy of the Travel Pack providing information on walking and cycling routes to and from key local facilities and amenities. Information on how to join a car club and any discounts and concessions will be provided in the pack. It will also

contain web addresses to travel websites such as the TfL journey planner and smart phone applications. The contents of the pack will develop as the needs and requirements of the employees are understood further.

- The website and/ or app for the Proposed Development will be augmented to provide travel plan information. Details on how to access the information online will be highlighted in the Welcome Packs and the induction process.
- Maps of the immediate local area will be displayed on the communal notice boards and on the Proposed Development's website identifying locations of cycle parking, car club bays and public transport service access points. They will also be used to inform employees and visitors of any new travel initiatives or events organised by the Travel Plan Co-ordinator.

8.3 Provision and promotion of walking and cycling

8.3.1 Measures to facilitate walking and cycling

Walking, running and cycling are the most sustainable modes of transport and have many benefits not only to the environment but also to the individual, including improved physical and psychological health, lower absenteeism and improved creativity. The location of the Proposed Development will automatically result in many people walking and cycling to and from local facilities. Measures that will be applied to increase use of these modes include:

- Provision of maps of the local area including local amenities and walking, running and cycling routes (showing distances and times to most common destinations nearby) to be displayed on communal notice boards on-site, on the Proposed Development's website and/ or app and within the Travel Pack.
- Tenants will be encouraged to make reasonable endeavours to provide reduced price cycles through any or a combination of:
 - Interest-free loans to enable staff to purchase cycles and spread the payments over a period of time.
 - Discounts on cycling equipment and cycles themselves, with information contained in the Welcome Packs.
 - A cycle purchase scheme such as Cyclescheme that enables employers to provide cycles to staff without incurring a tax or National Insurance liability.
 - Providing interested employees with free membership for any relevant local cycle hire scheme for one year.
- Making a pool of umbrellas available for employees.
- Making personal alarms available to employees who may have concerns with issues of personal safety.
- Raising and promoting awareness of the health benefits of walking through promotional material.
- Establishing a Bicycle User Group (BUG), which will enable cycle users to meet to discuss problems and issues that may arise and offer staff who lack the

confidence to cycle on their own the opportunity to pair up with fellow cyclists who cycle along similar routes.

- Providing secure cycle parking and facilities (e.g. showers and lockers) to meet demands. A Cycling Steering Group could be established within the building, which will be responsible for ensuring the level of cycle parking provision is enough to meet growing demand.

8.3.2 Promotion of walking and cycling

A number of websites, tools and events will be promoted in favour of walking:

- [Walkit](#), the ‘urban walking route planner’.
- [TfL’s Walking Journey Planner](#).
- [Walk London](#).
- [National Walking Month](#).
- [Inner London Ramblers](#).
- [Walk 4 Life](#).

The following promotions will be undertaken in favour of cycling:

- Cycle training and membership organisations such as [London Cycling Campaign](#) and [British Cycling](#).
- Cycle skills courses and related social media work carried out by Camden Council on Facebook, [Cycling Camden](#) page, and TfL with free, tailored courses for basic, urban, advanced, family and younger cyclists’ [Cycle Skills](#).
- [Cycle to Work Day](#).
- [Let’s Ride](#).
- [Prudential My Ride London](#).
- [Love to Ride](#).
- [TfL’s Local Cycling Guides](#).
- [Cycle Streets Journey Planner](#).
- [TfL’s Cycling Journey Planner](#).
- Cycle security and bicycle marking and registration schemes such as [Bike Register](#) and [Bike Shepherd](#).

8.4 Measures to facilitate public transport use

Measures that will be considered to facilitate public transport use include:

- Notice boards displaying up-to-date public transport information to be located in prominent locations that are accessible to employees and visitors.

- Additional public transport information to be provided on the Proposed Development's website (e.g. route options to and from the Proposed Development).
- Tenants will be encouraged to promote and provide interest free travel loans to their employees to assist with the purchase of annual/ season tickets and Travelcards, where practicable.

The following will be promoted to encourage public transport use amongst employees of the Proposed Development:

- TfL's Journey Planner.
- National Rail Journey Planner.
- Timetables and ticketing, bus spider maps including night services TfL and National Rail websites.
- Mobile phone journey planner apps, including Citymapper.

8.5 Measures to reduce car travel

Measures that will be considered to reduce the car trips include:

- The Proposed Development will provide limited number of parking spaces on-site (a total of five wheelchair-accessible car parking spaces, four operational spaces and a single minibus bay). This will therefore discourage staff and visitors from travelling to the Proposed Development by car.
- The provision of information on local car clubs on the Proposed Development's website and/ or app and the Welcome Pack. If somebody needs to undertake an onward journey by car it may be helpful to know that there are cars available for hire to dissuade them from using their own private vehicle.

8.6 Measures to manage demand

The Travel Plan Co-ordinator will be responsible for reviewing measures that reduce the need to travel at peak hours, including for example:

- Encouraging future tenants to allow their employees to work from home where practicable.
- Encouraging future tenants to reduce peak hour travel demands through the introduction of flexi-time schemes where appropriate. Tenants will be encouraged to take advice from Work Wise UK and TfL's enterprise programme.
- The Travel Plan Co-ordinator will provide personalised travel planning advice to employees to identify active travel routes, and routes to public transport services to travel to and from work and other key facilities.

8.7 Measures to manage servicing and delivery

The overarching objective of this Framework Travel Plan is to facilitate and promote the sustainable movement of employees of and visitors to and from the Proposed Development while reducing the need to travel and reducing car travel. Several initiatives have been outlined in the Delivery and Servicing Management Plan, which accompanies the Transport Assessment, that will reduce the number of delivery and servicing trips.

9 Monitoring

9.1 Overview

It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving objectives and targets, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

9.2 Travel Plan monitoring

9.2.1 Monitoring surveys

It is proposed that the Travel Plan is monitored during the first five-year period following occupation. Monitoring will take place in Year 0 (baseline – 6 months after occupation), years 1, 3, and 5 on the anniversary of the baseline. Travel patterns of employees and visitors will be established via a travel survey with a commitment to review the Travel Plan targets at each monitoring phase.

The travel surveys will be analysed against a number of indicators in order to establish how well the measures are achieving the aims and objectives of the Travel Plan and if any modifications are required to meet these objectives better.

Monitoring of the Travel Plan will also be based upon feedback forms which will have been distributed to employees in their Welcome Packs. This will allow for site-specific travel characteristics to be reconfirmed to which the targets set can be reviewed and adjusted accordingly.

9.2.2 Travel survey methodology

The Travel Plan will be monitored at each monitoring phase with snapshot surveys as required. The monitoring will be the responsibility of the Travel Plan Co-ordinator. Based on published TfL guidance, the monitoring will include the following elements as a minimum:

- Multi-modal counts of all trips undertaken to/ from the Proposed Development.
- Full site audit.
- Cycle parking counts.
- Uptake of the travel planning measures.

The travel surveys will be carried out by an independent field company and will be fully funded by the developer.

The monitoring surveys of the travel behaviour of employees will also follow TfL's guidance on travel plans, which is intended to:

- Improve the overall quality of Travel Plans by listing the criteria that should be included and providing a framework for Travel Plan preparation.

- Give consistency to the way Travel Plans are assessed as part of the development control planning process.

9.3 Travel Plan review

The results of the travel surveys and any additional feedback from employees, the Bicycle User Group and visitors on transport-related matters will be reviewed by the Travel Plan Co-ordinator who will prepare a full monitoring report at each monitoring phase issued to the Travel Plan Steering Group and to Camden Council Travel Plan officers.

Improvements which could encourage the use of environmentally friendly travel options will be identified. Amendments or modifications to the measures introduced through the Travel Plan will then be considered. The Travel Plan Steering Group will review the objectives of the Travel Plan and seek to set targets for any agreed actions that the Group consider should be carried out to further encourage trips to and from the Proposed Development to be made by more sustainable modes of transport.




A key element of the report will be comparing the surveyed mode shares to the targets previously set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

Results and ideas for areas of improvement will also be made available to Camden Council Travel Plan officers where appropriate, and a summarised version of the report will be provided on the Proposed Development's website.

10 Action Plan










A summary of the indicative actions that will be undertaken during occupation to deliver the Travel Plan objectives, implement the more detailed Travel Plans, and update them to reflect the actual travel behaviour of the employees and visitors of the Proposed Development is provided in **Table 6**.







For each of the measures, a category ranking has been allocated based on the cost associated with each measure and they are:




-  Low cost
-  Medium cost
-  High cost










This Action Plan will be reviewed with stakeholders and updated in subsequent Travel Plan document revisions. The Travel Plan is an ongoing, adaptable document and, as such, will be reviewed over time and adapted where necessary to accommodate changing demand and guidance on encouraging sustainable travel.

Table 6: Action Plan for implementation of the FTP

Theme	Objectives	Measure	Action/ status	Responsibility	Timing	Monitoring progress towards target	Cost
FTP management	To encourage travel by sustainable transport modes	Submission of the FTP	Submit to Camden Council	Developer	Prior to occupation	Successful implementation of Travel Plan	
		Travel Plan Co-ordinator (TPC)	To appoint TPC	Developer	Prior to occupation	Successful implementation of Travel Plan	
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	TPC	Upon appointment of TPC	Successful implementation of Travel Plan	
		Travel Plan Steering Group (TPSG)	Set up a TPSG	TPC	Within one month of occupation	Successful implementation of Travel Plan	
		Initial baseline travel surveys	Undertake surveys and analyse the results	TPC	Following six months of first occupation	Successful implementation of Travel Plan	
		Modal split targets	Revise modal split targets based on initial baseline travel surveys results	TPC	Upon completion of the initial travel surveys	Successful implementation of Travel Plan	
		Subsequent travel surveys	Undertake subsequent travel surveys and analyse their results	TPC	Years Three and Five, and as and when required	Successful implementation of Travel Plan	
		Monitoring reports	Produce monitoring reports at each monitoring phase	TPC	Upon completion of the travel surveys	Successful implementation of Travel Plan	
		Stakeholder/ user groups	Organise stakeholder group meetings	TPC	Ongoing	Successful implementation of Travel Plan	

Theme	Objectives	Measure	Action/ status	Responsibility	Timing	Monitoring progress towards target	Cost
FTP management	To encourage travel by sustainable transport modes	Post-occupation Travel Plan	Produce umbrella Travel Plan, building upon the pre-occupation Travel Plan and knowledge of the known occupiers (including the initial baseline travel surveys), and adopt upon approval of the Council	TPC	Upon completion of the initial baseline travel surveys	Successful implementation of Travel Plan	
Promotion and marketing	To raise awareness of sustainable transport modes	Welcome Packs	Design and distribute the Welcome Packs	TPC working with individual tenants	Prior to occupation and ongoing	Successful implementation of Travel Plan	
		Website/ intranet information	Design and maintain a web page for Travel Plan on the Proposed Development's website and/ or on the occupiers' intranet or company website	TPC working with individual tenants	Within one month of first occupation and ongoing	Successful implementation of Travel Plan	
		Notice boards	Provide maps of immediate local area and display on notice boards	TPC	Prior to occupation and ongoing	Successful implementation of Travel Plan	
		Travel Plan inductions	Provide individual tenants with training and support to give their employees Travel Plan inductions	TPC working with individual tenants	Ongoing	Successful implementation of Travel Plan	
Walking	To encourage travel by walking and increase mode share	Walking events	Promote and organise participation	TPC working with individual tenants	Ongoing	Progress towards mode share target	

Theme	Objectives	Measure	Action/ status	Responsibility	Timing	Monitoring progress towards target	Cost
Walking	To encourage travel by walking and increase mode share	Promotion of walking resources	Promote walking resources within Welcome Packs, on the Proposed Development’s website, and during Travel Plan inductions	TPC working with individual tenants	Ongoing	Progress towards mode share target	
Cycling	To encourage travel by cycling and increase mode share	Cycle training and skills courses	Promote attendance	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Cycling events	Promote and organise participation	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Local cycling guides and journey planners	Promote and distribute	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Cycle security	Promote use of cycle security and registration schemes with police	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Bicycle purchase loan	Set up bicycle loan scheme	TPC/ individual tenants	Ongoing	Progress towards mode share target	
		Bicycle User Group (BUG)	Set up the BUG	TPC/ TPSG	Ongoing	Progress towards mode share target	
		Individual cycling advice	Organise through the BUG	TPC/ TPSG	Ongoing	Progress towards mode share target	
		Cycle safety training	Set up through the BUG	TPC/ TPSG	Ongoing	Progress towards mode share target	
		Cycle buddy scheme	Set up through the BUG	TPC/ TPSG	Ongoing	Progress towards mode share target	
		Regular ‘Bike Doctor’ maintenance and repair sessions	Organise through the BUG	TPC/BUG	Ongoing	Progress towards mode share target	

Theme	Objectives	Measure	Action/ status	Responsibility	Timing	Monitoring progress towards target	Cost
Public transport	To encourage travel by public transport and increase mode share	Timetables and maps	Promote use of timetables and bus spider maps	TPC	Ongoing	Progress towards mode share target	
		Interest-free travel loans	Encourage tenants to provide interest-free loans for annual/ season tickets/ travelcards to employees	TPC/ individual tenants	Ongoing	Progress towards mode share target	
		Journey planners	Promote use of journey planners (e.g. mobile phone apps)	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Flexible working arrangements	Allow staff to travel outside of peak hours to take advantage of off-peak fares and encourage public transport use	TPC working with individual tenants	Ongoing	Progress towards mode share target	
Demand management	To reduce the need to travel	Sustainable travel	Promote sustainable travel through smart measures	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Servicing and delivery trips	Consolidate servicing and delivery trips	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Personalised journey planning	Provide travel planning advice to employees	TPC working with individual tenants	Ongoing	Progress towards mode share target	
		Car-lite development	Provision of limited number of parking spaces on-site	Developer	Ongoing	Progress towards mode share target	
Car trips	To minimise car trips and reduce mode share	Car club	Promote use of car club	TPC working with individual tenants	Ongoing	Progress towards mode share target	

11 Securing and enforcing the Travel Plan

11.1 Securing the Travel Plan

The implementation of the Travel Plan will be secured through the Section 106 Agreement concluded with Camden Council. The travel survey results, and travel plan reviews will be submitted to the Council. The ownership of the Travel Plan, the commitment to provide a Travel Plan Co-ordinator and the Coordinator's role are set out in **Section 5**.

The Travel Plan, including physical measures associated with the Proposed Development, will ensure that sustainable travel patterns are secured as part of the Proposed Development.

The Action Plan will be monitored by Camden Council to ensure that targets are being reached and advise on any corrective actions as necessary.

11.2 Enforcing the Travel Plan

The Travel Plan Co-ordinator will seek support and guidance as necessary from the Camden Council Travel Plan officers, in addition to reporting on Travel Plan reviews, to ensure that the Travel Plan is effective in meeting its objectives. The Travel Plan Co-ordinator will also be responsible for identifying the sanctions required to enforce the Travel Plan with Camden Council.

Figures

Figure 1: Location plan

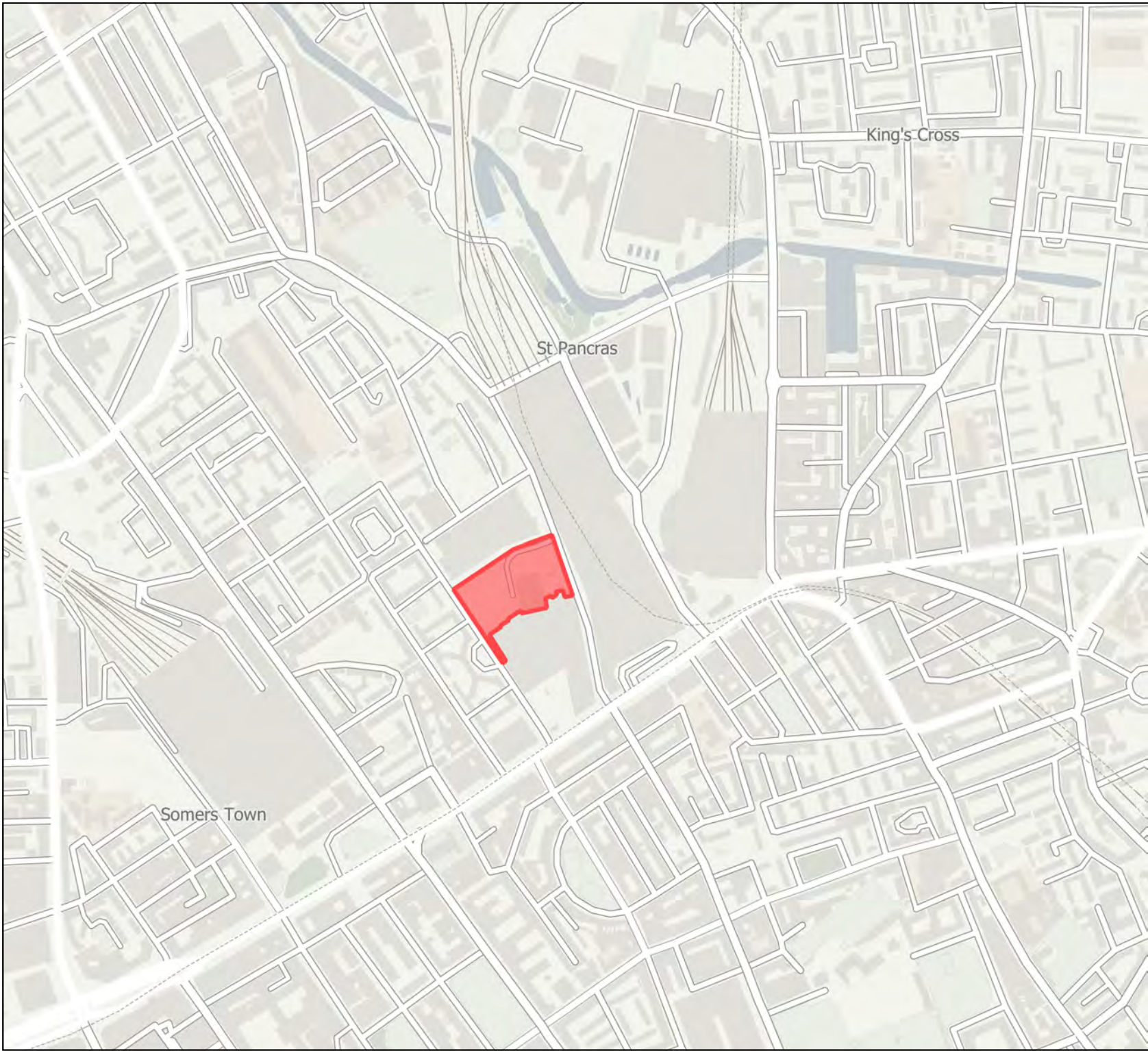
Figure 2: Walking accessibility

Figure 3: Existing cycle routes and cycle hire docking stations

Figure 4: Cycling accessibility

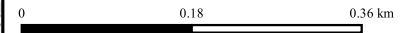
Figure 5: Existing public transport network

Figure 6: Existing local road network



Legend

 Site Location



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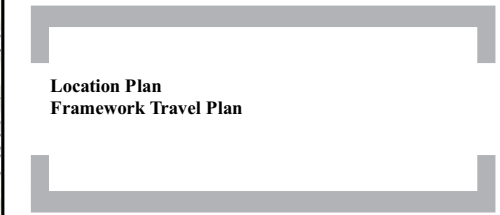
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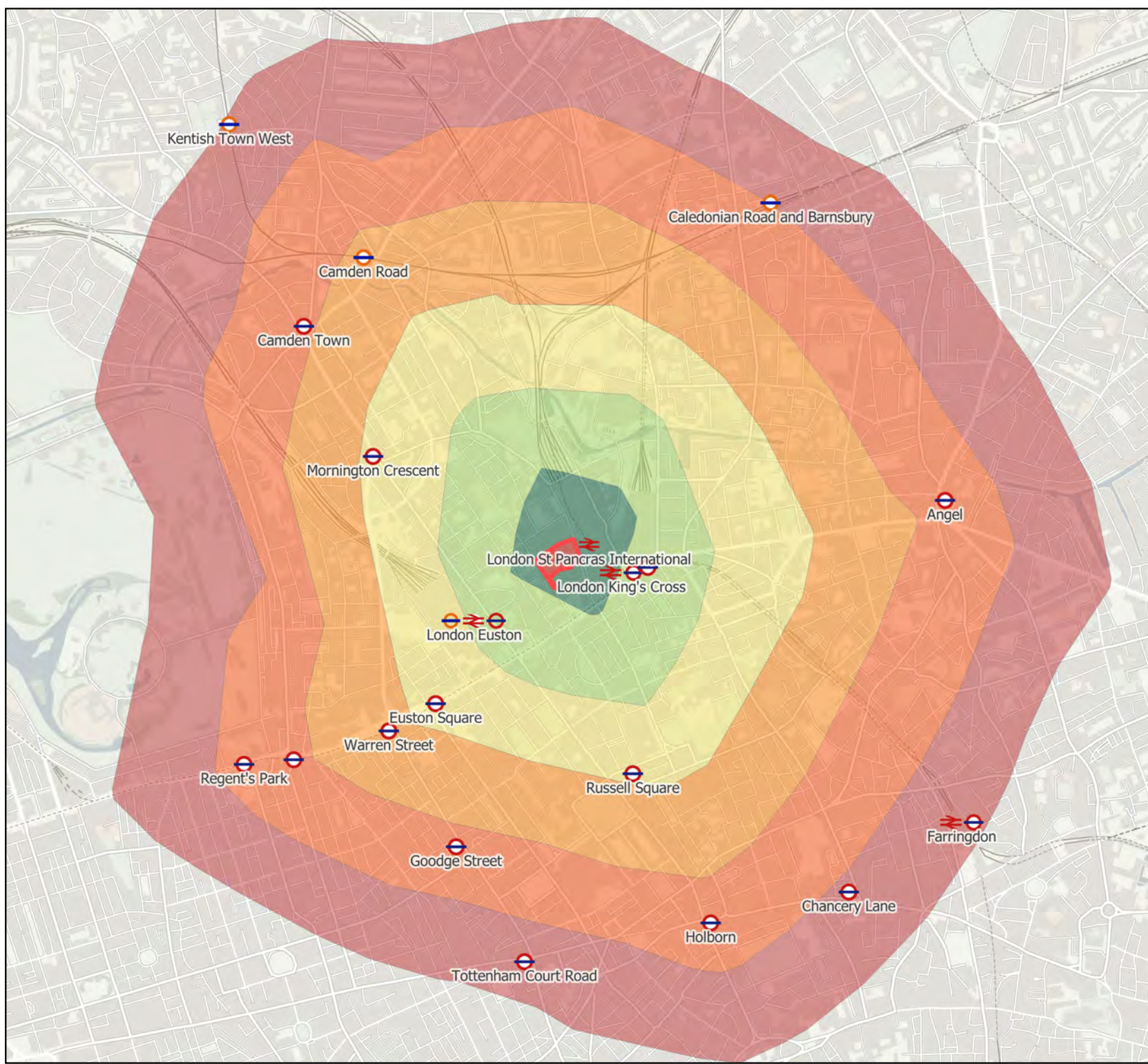
**Location Plan
Framework Travel Plan**

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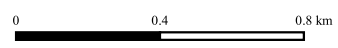


Legend

- Site Location
- National Rail Station
- London Overground
- London Underground

Walking Accessibility

- 5 mins
- 10 mins
- 15 mins
- 20 mins
- 25 mins
- 30 mins



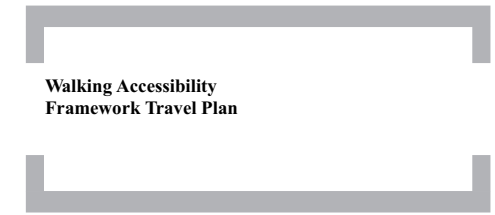
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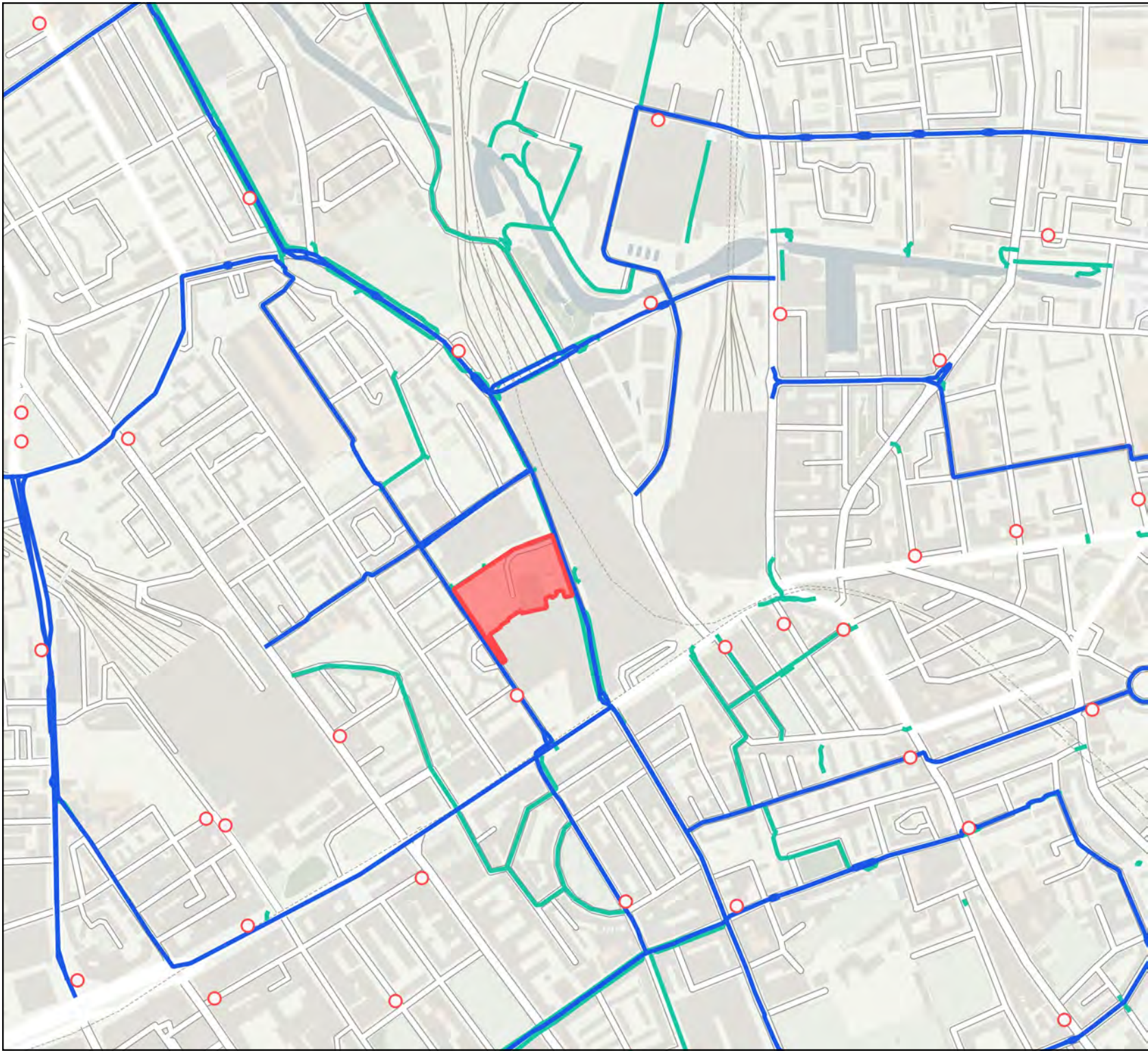
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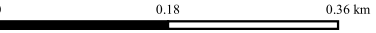
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Legend

- Site Location
- Cycle Hire Docking Station
- Strategic Cycleway
- Local Cycleway



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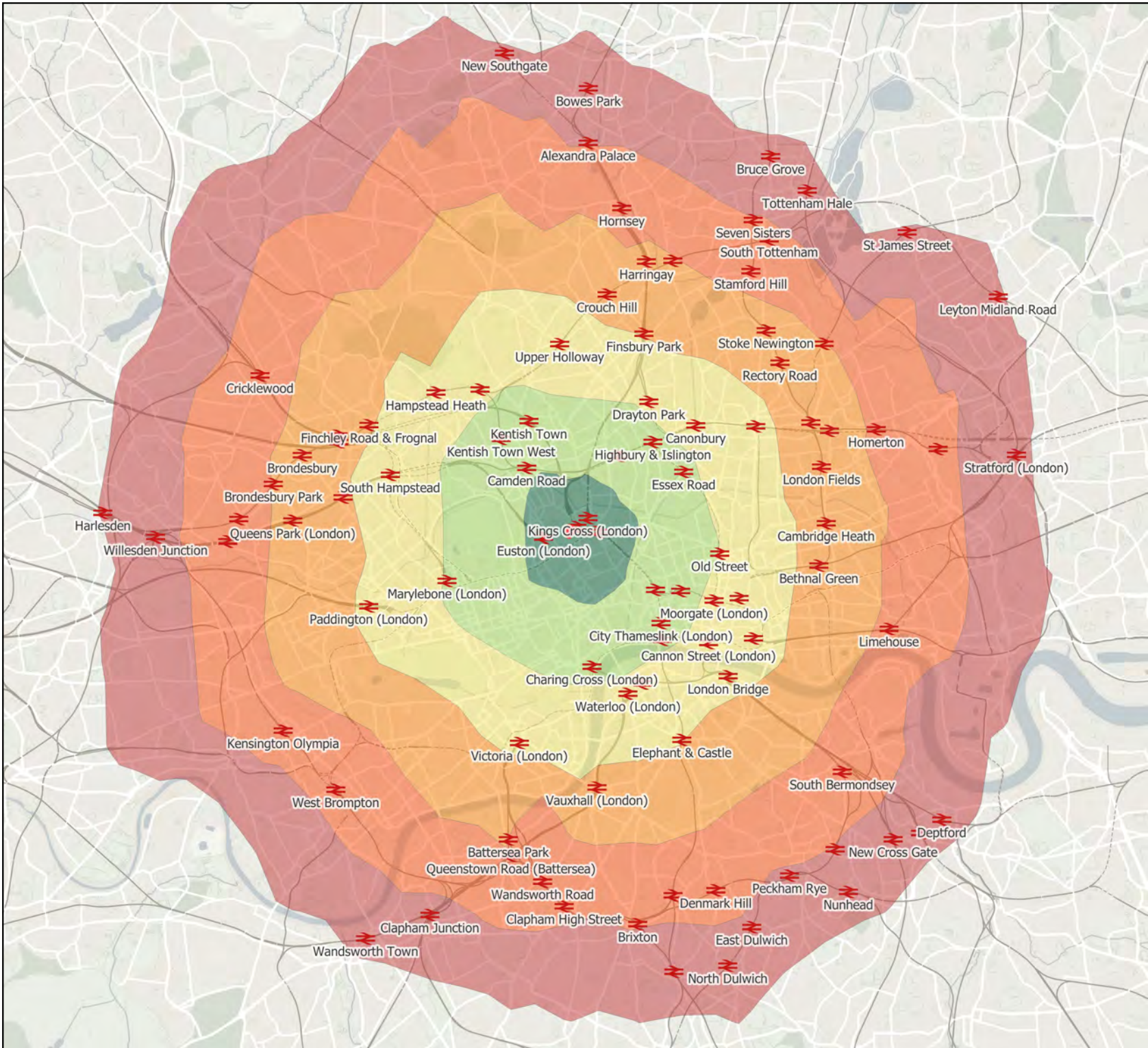
**Existing Cycle Routes and Cycle Hire Docking Stations
 Framework Travel Plan**

Scale at A4

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249622-00

Drawing No
003

Issue
P1

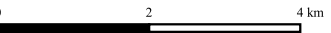


Legend

- Site Location
- National Rail Station

Cycling Accessibility

- 5 mins
- 10 mins
- 15 mins
- 20 mins
- 25 mins
- 30 mins



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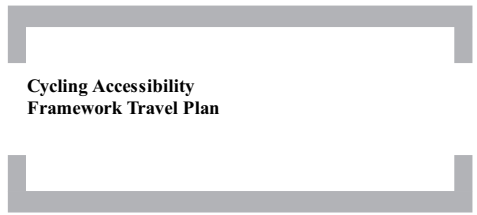
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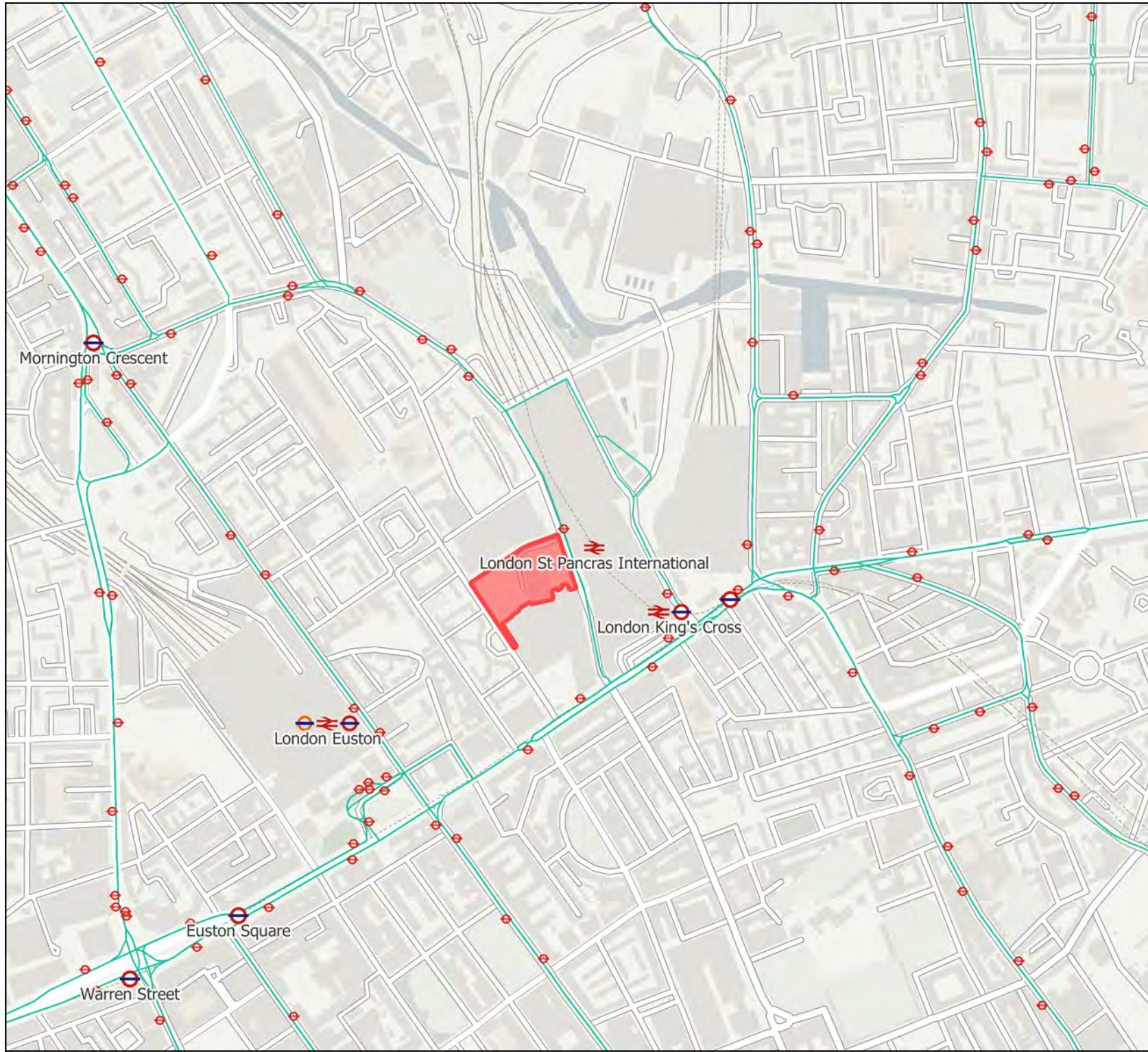
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Cycling Accessibility Framework Travel Plan

Scale at A4

Job No 249622-00	
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Legend

- Site Location
- National Rail Station
- London Overground Station
- London Underground Station
- Bus Stop
- London Bus Network

0 0.2 0.4 km

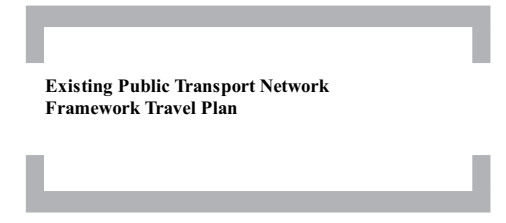
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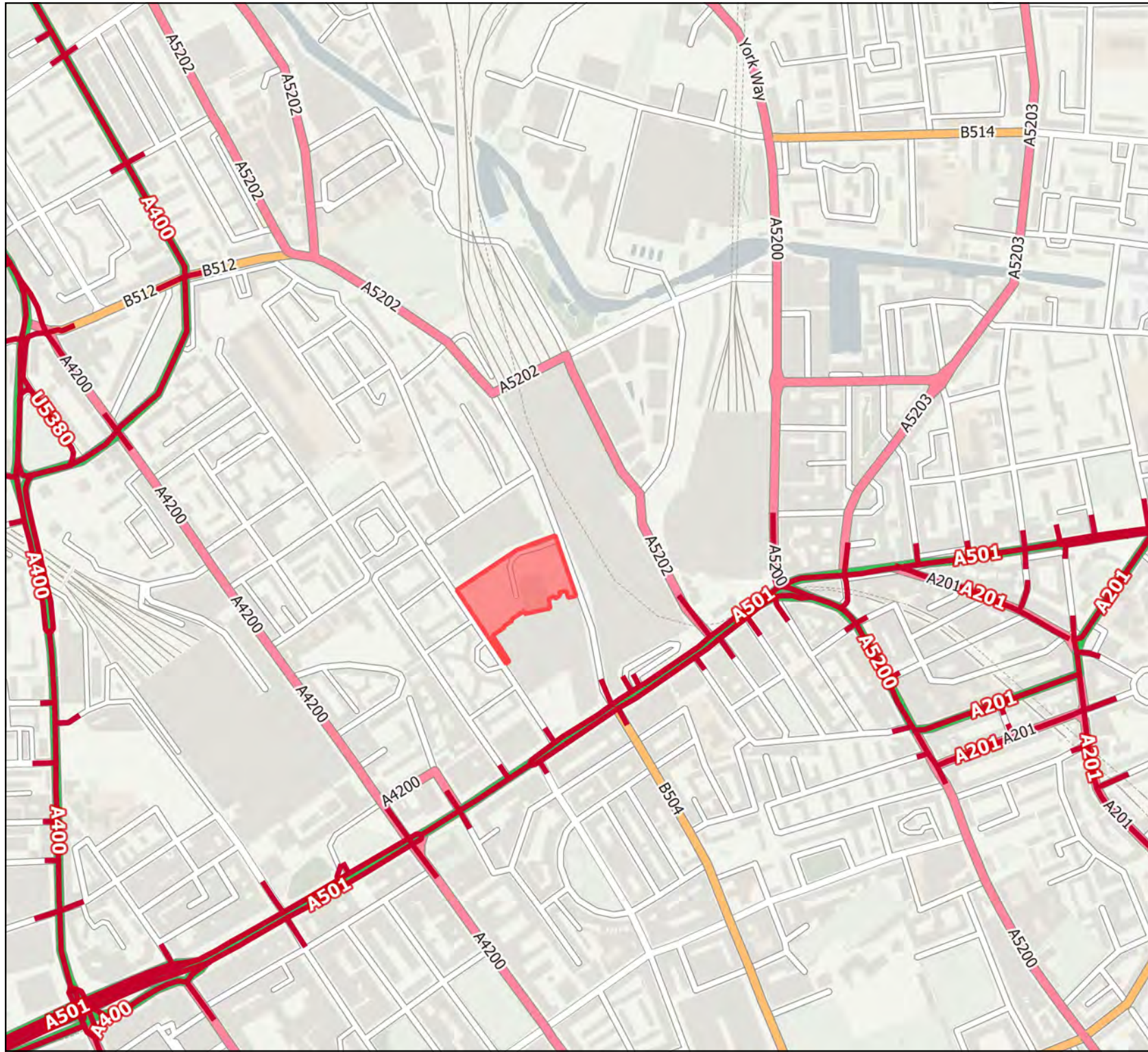


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Legend

- Site Location
- TLRN
- A Road
- B Road

0 0.18 0.36 km

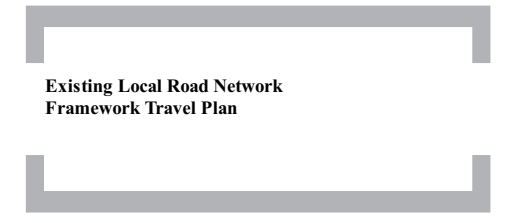
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