

100 Gray's Inn Road

Workplace Travel Plan

Lawnmist Limited



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1 INTRODUCTION

1.1 Background

1.1.1 This Workplace Travel Plan (WTP) has been prepared by Norman Rourke Pryme on behalf of Lawnmist Limited to support a planning application for the redevelopment of an existing building at 100 Gray's Inn Road. It is currently predominately office space with commercial offerings on the ground floor.

1.1.2 The site is situated at 88 and 100 Gray's Inn Road and 127 Clerkenwell Road. The site location is shown in its strategic context in Figure 1.1 and in its local context in Figure 1.2.

1.2 Overview

1.2.1 The Workplace Travel Plan has been developed with reference to national and local policy and relevant guidance. It builds on the opportunities that exist for sustainable travel at the proposed development and sets out the measures that will be delivered to meet the objectives and targets identified. An Action Plan is included which sets out when measures are to be introduced, and who by, and when monitoring and review is required. The plan has been scoped in consultation with officers at LB Camden.

1.2.2 The implementation of this Workplace Travel Plan will help improve the sustainability of the proposed development and support healthy active travel.

1.3 Sustainability

1.3.1 Sustainable development was defined by the Brundtland Commission (1987) as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". Sustainability is a process that strives for constant improvement and is expressed in terms of three pillars; Economy, Society and Environment.

1.3.2 Current studies indicate that carbon dioxide (CO₂) is one of the important greenhouse gases and that its emission from the combustion of fossil fuels is one of the major causes of global warming. The UK Government has committed to achieving a 50% reduction in greenhouse gas emissions by 2027 and an 80% reduction by 2050. In the UK 26% of all emissions and 90% of transport emissions come from road transport.

1.3.3 Everybody can play a part in reducing these greenhouse gas emissions, especially when choosing to use a sustainable mode of transport. The National Planning Policy Framework 2012 defines this as "any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport." Driving alone or Single Occupancy Vehicle (SOV) travel is the least sustainable way to reach a destination when compared to the following:

- Walking and Cycling – by far the greenest modes of travel with minimal emissions;
- Bus or Train – mass transit systems offer a far greener mode of travel per passenger than SOVs; and
- Car Sharing – two or more people sharing a car generates half or less of the emissions from a SOV.

1.3.4 The impact of SOV travel, and indeed car sharing, can be reduced if the vehicle has low emissions such as hybrid or electric vehicles.

1.4 Transport and Health

1.4.1 Transport provides access to education, employment, leisure and shopping opportunities and can facilitate physical activity as part of everyday life through walking, cycling and public transport use. However, since the 1970s travel by bus, on foot and by bicycle has declined and travel by car has increased replacing those active journeys. Car and other road traffic threaten health through road traffic accidents and air pollution and also through physical inactivity. Choosing to cycle, walk or use public transport to services and facilities will have positive benefits to an individual's health, fitness and well-being.

1.4.2 The Government, through the National Health Service, recommends that everybody should exercise to:

- Reduce the risk of heart attack and chances of survival;
- Reduce the risk of developing long-term diseases;
- Increase life expectancy and improve quality of life in later years;
- Increase confidence;
- Improve appearance – body fat is reduced, muscle definition is improved, and skin improves in appearance as more oxygen is delivered to body tissue;
- Improve posture;
- Provide natural pain relief; and
- Have a positive effect on breathing, blood supply, muscles, and bones.

1.4.3 The National Institute for Health and Care Excellence (NICE) recommends:

- Ensuring that people can easily access local services on foot or bicycle; and
- Ensuring that new development prioritise physically active lives, including walking and cycling.

1.4.4 The NICE 2012 guidance 'Walking and Cycling: Local measures to promote walking and cycling as forms of travel or recreation' recommends:

- Providing specific support for people at a transition point in their lives e.g. when they are changing house;
- Creating a supporting environment to encourage and sustain walking and cycling; and
- Addressing infrastructure and planning issues to encourage local facilities and services are easily accessible by bicycle and make changes to existing roads, where necessary, to reduce traffic speeds.

1.5 Structure of Report

1.5.1 This Travel Plan is set out as follows:

- Chapter 2 provides a summary of relevant national and local policy and travel planning guidance;
- The accessibility of the site to local facilities by different sustainable travel modes is described in Chapter 3;
- Chapter 4 sets out how the travel planning process will be managed at the development;
- The objectives, targets and indicators for the travel plan are identified in Chapter 5;
- Chapter 6 describes the travel plan measures to be implemented at the development;
- Chapter 7 provides details on the implementation of the travel plan and how it will be monitored and reviewed and includes the Action Plan.

1.6 Limitations

- 1.6.1 The information, views and conclusions drawn concerning the site are based, in part, on information supplied to NRP by other parties. NRP has proceeded in good faith on the assumption that this information is accurate. NRP accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to NRP from others.

2 TRAVEL PLAN POLICY AND GUIDANCE

2.1 Introduction

2.1.1 This chapter describes the travel planning policy and guidance relevant to the proposed site that has been referred to in the development of this Travel Plan as follows:

- National Planning Policy Framework 2021;
- NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014;
- Travel Plan Resource Pack 2001;
- Making Travel Plans Work 2002;
- The London Plan 2021;
- The Mayor's Transport Strategy 2018;
- Transport for London Travel Plan Guidance 2013;
- Camden Planning Guidance – Transport 2021;
- Camden Borough Council Travel Planning Advice Note 2020;
- Making Personal Travel Planning Work 2007; and
- The Essential Guide to Travel Planning 2007.

2.2 National Planning Policy Framework (2021)

2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and replaced the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. Regarding transport, the NPPF replaced policy contained within PPG13 (Transport).

2.2.2 The NPPF was revised in February 2019 to include reforms previously announced through the Housing White Paper, the planning for the right homes in the right places consultation and the draft revised National Planning Policy Framework consultation.

2.2.3 The NPPF has been revised again in July 2021 to focus more on 'well-designed, beautiful and safe places.' The document supports walking and cycling and wants to ensure that all large-scale development is supported by the necessary and required infrastructure and facilities to provide a genuine choice of transport modes, aiming to promote sustainable transport, whilst still recognising that opportunities vary between rural and urban areas.

2.2.4 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development.

2.2.5 Paragraphs 104 and 105 set out the transport issues that should be considered at the earliest stages of planning:

2.2.6 *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

2.2.7 *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

2.2.8 Paragraph 110 sets out the transport requirements for allocations or applications:

2.2.9 *“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.2.10 Paragraphs 111 and 112 state that developments should not be prevented on highways grounds unless the cumulative impacts are severe:

2.2.11 *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

2.2.12 *Within this context, applications for development should:*

- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2.13 Paragraph 113 states the requirement for significant developments to produce Travel Plans and Transport Statements or Transport Assessments:

2.2.14 *“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.”*

2.3 NPPF Planning Practice Guidance: Travel plans, transport assessments and statements in decision taking 2014

2.3.1 Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.3.2 In determining whether a travel plan is required local planning authorities are asked to take account of a number of relevant matters including any travel plan policies in the local plan, the scale of the development, the intensity of transport use and the availability of public transport.

2.3.3 Travel plans should identify the specific required outcomes, targets and measures and set out clear future monitoring and management arrangements. They should be scoped at pre-application stage and address all journeys from the proposed development.

2.3.4 Travel plans should benchmark travel data, provide travel forecasts and include proposals to reduce the need to travel as well as proposals for improved public transport services and walking and cycling facilities. They should be monitored until the objectives and targets are met.

2.4 Travel Plan Resource Pack 2001

2.4.1 The Travel Plan Resource Pack for Employers establishes guidance on the structure, content and the techniques for delivering travel plans. It covers roles and responsibilities, understanding current travel patterns, objectives targets and indicators, identifying measures and awareness raising and marketing. It notes that:

2.4.2 *“A travel plan is a dynamic process that will grow and develop with time and in accordance with the changing circumstances of your organisation and the environment in which it works. It is not a one-off event to be undertaken and completed, nor is it a document to be produced and put on the shelf. It is the start of a new and better way of living and working, a process of evolution not revolution”*

2.5 Making Travel Plans Work 2002

2.5.1 Making Travel Plans Work provides guidance on good practice and success factors associated with travel plans based on the review of the experience of 20 organisations.

2.5.2 The review showed that on average the proportion of commuter journeys made by car driver was reduced by 18% as a result of the travel plan initiatives.

2.5.3 The research identified that effective travel plans are based on:

- Building partnerships with the local authority and public transport operators;
- Identifying site opportunities and barriers;
- Encouraging progressive change;
- Gaining ownership of the plan;
- Raising the profile of travel initiatives;
- Reaching key groups;
- Influencing the travel culture; and
- A focus on results.

2.5.4 All of these elements have been included in the development of this Travel Plan.

2.6 The London Plan

2.6.1 The London Plan sets out the goals to improve transport opportunities, safety, and quality of London Transport while supporting economic development and population growth. Meanwhile reducing London Transport's contribution to climate change and improving its resilience are identified.

2.6.2 The safety and accessibility of surfaces for cycling and walking should be increased and maintained, the parking for cycling should be standardised. Both aspects should be increased significantly, to improve quality of life, health and road traffic conditions.

2.6.3 One of the major schemes to be put into constant Implementation is the increased use and power of travel plans for workplaces, residences, schools and individuals. Policy 6.3 states Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

- 2.6.4 The London Plan is the strategic plan which shapes how London evolves and develops. All planning decisions will be required to follow London Plan policies, and it will set a policy framework for Local Plans across London.
- 2.6.5 The London Plan states that:
- 2.6.6 *“Under the legislation establishing the Greater London Authority (GLA), the Mayor is required to publish a Spatial Development Strategy (SDS) and keep it under review. The SDS is known as the London Plan. As the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.”*
- 2.6.7 The Mayor’s foreword states:
- 2.6.8 *“Through this London Plan, we want to build a city that works for all Londoners – where everyone has the opportunity to reach their potential, lead fulfilling lives and build tight bonds with people from many different backgrounds within their communities.*
- 2.6.9 *My vision has always been for a city with an economy that supports more and better paid jobs - spread across the capital. A city where people can spend less time commuting because we have so many thriving parts of London, with good affordable housing, combined with exciting, cutting-edge career opportunities. And a city where access to great culture is built into the fabric of every part of London, with our rich heritage and cultural offer supporting our growing world-class creative industries.”*
- 2.6.10 The London Plan is divided into twelve chapters:
- Planning London’s Future – Good Growth
 - Spatial Development Patterns
 - Design
 - Housing
 - Social Infrastructure
 - Economy
 - Heritage and Culture
 - Green Infrastructure and Natural Environment
 - Sustainable Infrastructure
 - Transport
 - Funding the London Plan
 - Monitoring
- 2.6.11 Each chapter contains policies which support the Plan’s vision and objectives. The policies which are relevant to the proposed redevelopment are shown below.
- 2.6.12 Policy GG2 concerns making the best use of land and states that:
- 2.6.13 *“To create high-density, mixed-use places that make the best use of land, those involved in planning and development must:*

- *Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.*
- *Prioritise sites which are well-connected by existing or planned public transport.*
- *Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.*
- *Applying a design-led approach to determine the optimum development capacity of sites.*
- *Understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.*
- *Protect and enhance London's open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible.*
- *Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.*
- *Maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance."*

2.6.14 The Plan contains details of the Opportunity Areas which are expected to support significant growth. The Plan states that:

2.6.15 *"Opportunity Areas are the capital's most significant locations with development capacity to accommodate new housing, commercial development, and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Opportunity Areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two."*

2.6.16 The Opportunity Areas are spread around London and the locations respond mainly to planned public transport improvements including the Bakerloo Line Extension, Crossrail 1&2, and HS2 amongst other public transport improvements. These improvements provide benefit to north, south, east and west London and provide opportunities for sustainable growth across the city.

2.6.17 Policy T1 concerns Strategic approach to transport and states that:

2.6.18 *"Development Plans and development proposals should facilitate:*

- *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- *the proposed transport schemes set out in Table 10.1.*
- *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."*

2.6.19 Policy T2 concerns Healthy Streets and states that:

2.6.20 *"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*

2.6.21 *Development Plans should:*

- *promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*

2.6.22 In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

2.6.23 Development proposals should:

- *Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*
- *Reduce the dominance of vehicles on London's streets whether stationary or moving.*
- *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

Healthy Streets Indicators



The Ten Healthy Streets Indicators Source: Lucy Saunders

2.6.24 Policy T4 concerns Assessing and mitigating transport impacts and states that:

- *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- *Transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*
- *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 any adverse transport impacts that are identified.*
- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure.*
- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- *Development proposals should not increase road danger.”*

2.6.25 Policy T5 concerns Cycling and states that:

2.6.26 *“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in The Plan, ensuring that a minimum of two short stay and two long-stay cycle spaces are provided where the application of the minimum standards would result in a lower provision.*
- *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*
- *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.*
- *Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied. “*

2.6.27 Policy T6 concerns Car parking and states that:

- *“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with policy.*
- *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*
- *The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
- *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*
- *Where provided, each motorcycle parking space should count towards the maximum car parking spaces at all use classes.*

- *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.*
- *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*
- *Adequate provision should be made for efficient deliveries and servicing and emergency access.*
- *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car parking design.*
- *Boroughs wishing to adopt borough-wide or other area-based car-free policies will be supported. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential land uses in any part of London.*
- *Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy."*

2.7 Mayor's Transport Strategy (2018)

- 2.7.1 The Mayor's Transport Strategy was adopted in March 2018 and sets out the transport vision and objectives for London as well as the proposals and policies which support them.
- 2.7.2 The key vision of the Transport Strategy is the aim for 80% of trips in London to be made by walking, cycling or public transport by 2041 which requires a significant modal shift from existing mode shares.
- 2.7.3 The Mayor's foreword states that:
- 2.7.4 *"Car dependency has contributed to an increase in poor public health across our city. Streets can often be polluted, congested and dangerous – unwelcoming places to walk or cycle. Tube, rail and bus services can be overcrowded and sometimes unreliable and indirect, meaning there is no appealing alternative to car use for many. And some parts of London have been planned around car use for so long that there are no decent alternatives.*
- 2.7.5 *To begin to resolve these problems, London must become a city where walking, cycling and green public transport become the most appealing and practical choices for many more journeys. These active, efficient and sustainable transport choices not only support the health and wellbeing of Londoners, but also the city as a whole by reducing congestion and enabling the most efficient use of valuable street space."*
- 2.7.6 A key part of achieving modal shift away from the private car is through the Healthy Streets approach. The Transport Strategy states that:
- 2.7.7 *"The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning the city. It uses ten evidence-based indicators to assess the experience of being on our streets. Good performance against each indicator means that individual streets are appealing places to walk, cycle and spend time. Improvements against all the indicators across the city's streets will radically transform the day-to-day experience of living in London, helping to fulfil this strategy's overall aim of creating a better city for more people to live and work in."*
- 2.7.8 Regarding embedding active travel in new development, the Transport Strategy states that:

- 2.7.9 *“All new developments should comprise streets and places where people choose to walk and cycle. All developers should plan to deliver improvements against the ten Healthy Streets Indicators when designing local street networks, clearly putting people before motorised vehicles. These street networks should provide for the needs of the whole community. Inclusive, accessible design that enables people of all ages and abilities to access services without relying on the car is fundamental across London and should be planned into all developments at the outset. Secure cycle parking and storage must be built into all new developments to enable far higher levels of cycling in the future, and to enable all residents to own a cycle.”*
- 2.7.10 *As future developments will be planned around active, efficient and sustainable transport modes, they should also be planned to discourage car use, and car-free and car-lite places must become the first option across London.*
- 2.7.11 *Provision for car parking should be restricted and that which is provided should be designed to enable alternative uses in the future as car dependency decreases. In those areas of London that are more accessible and well connected by public transport, there is already a tendency towards car-free developments, especially in central London and town centres. This trend needs to continue and spread, with car-free development becoming the starting point for all development in well-served places. Where car parking is considered appropriate in new developments, provision should be made for ultra-low emission vehicles.”*
- 2.7.12 Another key part of achieving modal shift from the private car, and to ensure future travel demand can be accommodated by the public transport network, is securing delivery of several significant public transport improvements. These include:
- Crossrail 2;
 - Bakerloo line extension;
 - Elizabeth line extension;
 - New stations;
 - Tram network extensions; and
 - Bus transit.
- 2.7.13 Regarding Elizabeth line extension the Transport Strategy states that it will deliver a step-change in London’s rail capacity, as well as in links between London and the Wider South East, and provide an opportunity to enable better interchange between public transport modes, walking and cycling at key stations.
- 2.7.14 The Elizabeth line has been designed to allow for future increases in capacity, given the expected demand growth associated with an increasing population and growing employment in the areas it serves.

2.8 Transport for London Travel Plan Guidance 2013

- 2.8.1 Transport for London’s Travel Plan Guidance is an extensive document that covers the requirements of travel plans for new developments in London. It covers the planning requirements for travel plans, what a travel plan should contain, how travel plan targets are secured and enforced, and how to monitor the progress of a travel plan.
- 2.8.2 The essential elements of the Travel Plan are:

- Contextual information;
- Site assessment;
- Travel Surveys;
- Objectives;
- Targets;
- A package of measures;
- Management of the Travel Plan;
- Monitoring of the Travel Plan;
- An action plan; and
- The Securing and enforcement of the Travel Plan.

2.8.3 This Travel Plan has been prepared in reference to this guidance.

2.9 Camden Planning Guidance – Transport 2021

2.9.1 The Camden Planning Guidance sets out why Travel Plans are required in order to enable a development to proceed without having a negative effect on the transport network and reliance on the private vehicle by promoting a greater uptake of sustainable transport means.

2.9.2 The Travel Plan should contain SMART targets with a package of measures that promote active and sustainable travel with the aim of increasing the modal share of these modes and achieving the targets. It should also provide a short- and long-term monitoring strategy and management regime for the life of the Plan.

2.9.3 In this case, the Travel Plan should address staff and visitor travel to and from the development.

2.10 Camden Borough Council Travel Planning Advice Note 2020

2.10.1 The Travel Plan Advice Note provided by Camden Borough Council sets out the Travel Plan thresholds based on Use Class and the Monitoring and Measure financial contributions.

2.11 Making Personal Travel Planning Work 2007

2.11.1 Personal Travel Planning (PTP) is a well-established technique in the UK and overseas that encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, by bicycle, bus, train or by car sharing. This is done by through the provision of information, incentives and motivation directly to individuals. PTP has mostly been carried out in residential areas and within the UK the Department for Transport publication Making Personal Travel Planning Work reports that it has typically reduced car driver trips amongst the targeted population by 11%.

2.12 The Essential Guide to Travel Planning 2007

2.12.1 The Essential Guide to Travel Planning was produced by the National Business Travel Network and Department for Transport and provides guidance on developing and implementing travel plans and references a number of case studies. It provides a particular focus on the business case for organisations.

3 BASELINE ACCESSIBILITY AUDIT

3.1 Introduction

- 3.1.1 This chapter identifies the site accessibility by walking, cycling and public transport establishing the distances to relevant local facilities characterised by their land use. Guidance on acceptable walking and cycling distances is also provided together with a discussion of how the development site fares in relation to these.
- 3.1.2 The 400m, 800m and 2000m walking isochrones are shown in Figure 3.1.
- 3.1.3 The 3.2km and 5km cycling isochrones are shown in Figure 3.2.

3.2 Accessibility Criteria

- 3.2.1 When assessing the accessibility of a site for pedestrians an average walking speed of 1.4 m/s can be assumed, which equates to approximately 400 metres in 5 minutes, or 3 mph. (CIHT Guidelines for Providing Journeys on Foot, 2000). This document also contains a table of suggested walking distances for different purposes which are recreated by Table 6.1:

Table 3.1: Suggested Walking Distances

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

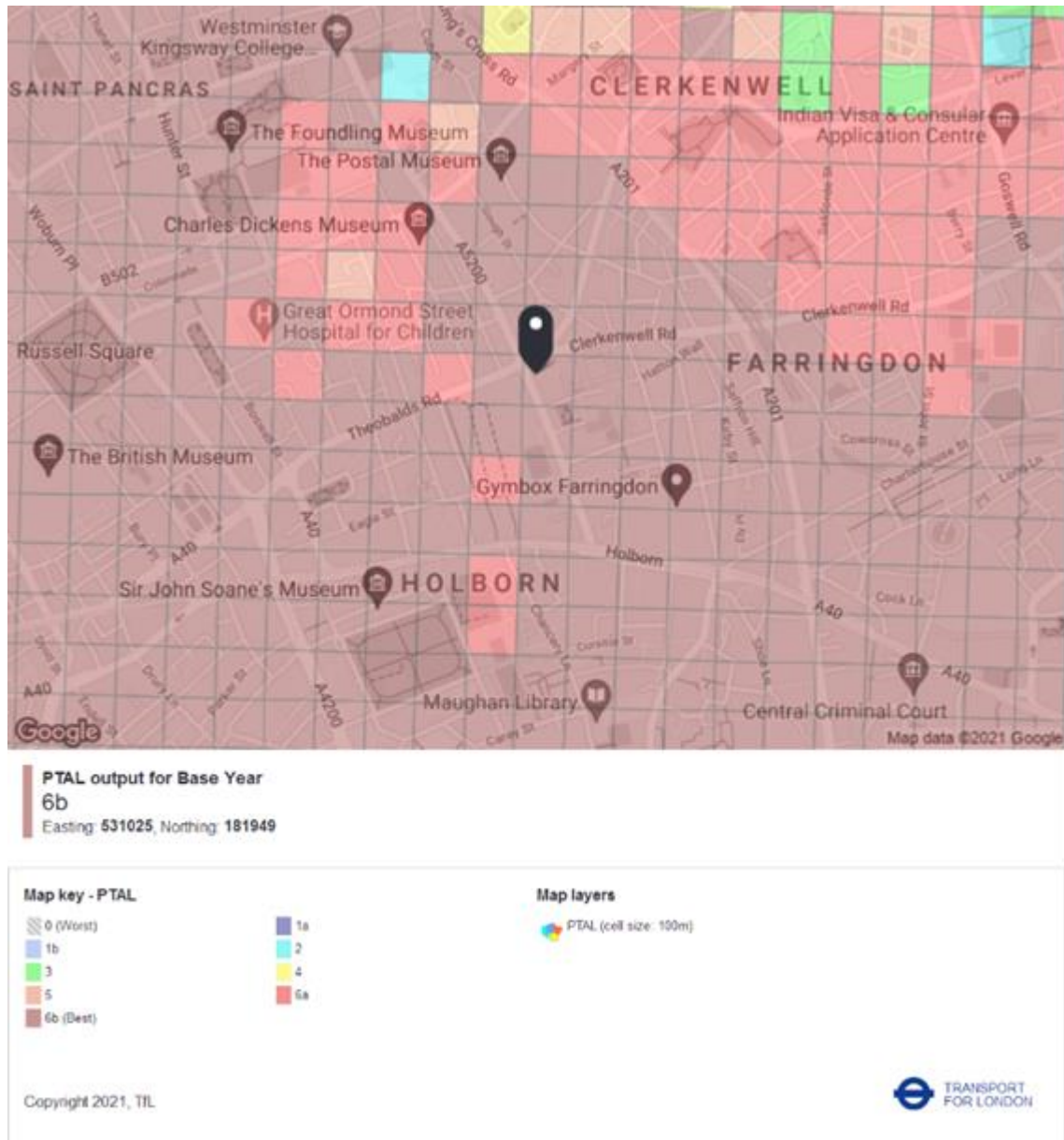
Source: CIHT 'Guidelines for Providing for Journeys on Foot'

- 3.2.2 The desirable maximum walking distance to the nearest bus stop is considered to be 400m (CIHT Guidelines for Planning for Public Transport in Developments, 1999).
- 3.2.3 The DfT Manual for Streets (2007) describes the walkable neighbourhood as such:
- 3.2.4 *"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."*
- 3.2.5 The CIHT notes that three quarters of journeys by all modes are less than five miles (8km) and half are less than two miles (3.2km). These are distances that can be cycled comfortably by a reasonably fit person. Based on an average cycling speed of 4.0m/s (14.4kph), 8 kilometres can be cycled in just over half an hour and 3.2 kilometres can be cycled in less than 15 minutes. It is also generally accepted that cycling has the potential to substitute for short car trips, particularly those less than 5km.

3.3 PTAL Score

- 3.3.1 An important aspect of reviewing transport links to the proposed development and its characteristics for modal split is to assess its accessibility to the public transport network. The Public Transport Accessibility Level (PTAL) methodology has been adopted by the Greater London Authority (GLA) and TfL as a means of quantifying and comparing accessibility to public transport for a given site. The PTAL methodology considers the time taken to access the public transport network including:
- The walk time to various public transport services;
 - The average waiting time for each service; and
 - The reliability of each service.
- 3.3.2 The accepted methodology is based on a walk speed of 4.8km/h and considers Underground and rail stations within a 12-minute walk (960m) of the site and bus stops within an 8 minute walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.
- 3.3.3 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are then aggregated to provide a single measure of accessibility of the site.
- 3.3.4 The Site is located well within the outer 6b zone which is the highest rating as can be seen in the Plate below taken from the TfL website.

Plate 1: PTAL Score



3.4 Walking

- 3.4.1 There are continuous footways provided in each direction surrounding the site. Signalised pedestrian crossings are provided at the Gray’s Inn Road / Clerkenwell Road / Theobald’s Road junction, there are also pedestrian crossing islands and zebra crossings provided at regular locations. These are explained further in Chapter 4.
- 3.4.2 There are a number of leisure walking routes called ‘Footways’, a network of quiet and interesting streets for walking in Central London. Maps are available to obtain in person from certain stockists. Is also available to get desktop and mobile versions at <https://footways.london/map>.

3.4.3 The walking isochrones are shown by Figure 3.1.

3.5 Cycling

3.5.1 Within the vicinity of the site, there are on-road cycle lanes provided travelling in an east to west direction. Travelling north to south on Gray's Inn Road, there have recently been improvements made to the pedestrian and cycle infrastructure. This is explained further in Section 3.7.

Quietway Q10

3.5.2 The cycling Quietways in London are direct and easy to follow routes, mainly travelling along quiet roads, parks and waterways, it provides users with the opportunity to avoid busy, main roads. Quietway 10 provides a route from Finsbury Park to Amwell Street.

Cycleway C6 – Kentish Town to Elephant and Castle.

3.5.3 Cycleway 6 was formally known as the North-South Cycle Superhighway running from Elephant and Castle to Farringdon, the route has been extended northwards to Kentish Town providing a north – south route across central London, for cyclists.

3.5.4 It is considered that the site is well served by cycle routes which connect to several locations.

Cycle Hire

3.5.5 There are more than 11,500 bicycles available for hire at over 750 docking stations across London. These allow the user to hire a bike using the app or docking station terminal and the bikes can be returned to any docking station. Hiring a bike starts at £2. There are several cycle hire facilities within close proximity to the site. These include:

- Northington street, Holborn [19 bikes/spaces];
- Hatton Wall, Holborn [25 bikes/spaces];
- Theobald's Road, Holborn [26 bikes/spaces];
- Farringdon Lane, Clerkenwell [15 bikes/spaces];
- New Fetter Lane, Holborn [20 bikes/spaces];
- Wren Street, Holborn [33 bikes/spaces]; and
- Red Lion Square, Holborn [16 bikes / spaces].

3.5.6 The cycling isochrones are shown by Figure 3.2.

3.6 Sustainable Travel Improvements on Gray's Inn Road

3.6.1 LBC is making improvements to its walking and cycling environment, throughout the borough. This borough-wide cycle network has the aim to make it easier and safer for people to walk and cycle in and around Camden.

3.6.2 Gray's Inn Road is part of these improvements as it forms a very busy route through the borough, for all modes of transport. Camden's Transport Strategy identified Gray's Inn Road as a primary route for improving cycling.

3.6.3 A public consultation on the scheme was held in the winter of 2019 and received a high response rate from residents in support of the scheme and improvements. Following the public consultation, the council planned the following improvements to Gray's Inn Road:

- New segregated cycle lanes in both directions on Gray’s Inn Road between Harrison Street and High Holborn making it safer and easier for cyclists to travel around the area.
- Cycling improvements at the junctions with Ampton Street/Sidmouth Street and Calthorpe Street/Guilford Street.
- New continuous pavements at selected junctions with side streets giving pedestrians priority in these locations.
- Bus stops along the corridor are to be consolidated (reduced in number and relocated to maintain spacing) to minimize the impact on bus journey times and journey reliability.
- Relocating parking and loading provision onto neighbouring side streets, giving more space for pedestrians and cyclists while still supporting local business and resident use.

3.6.4 LBC recognised that these improvements were required immediately and therefore imposed an ‘Experimental Traffic Order’ for 18 months to undertake the works. Residents and businesses can comment at any point.

3.6.5 As well as the physical works outlined above, the Council are working closely with businesses to establish a sustainable and strategic Freight Action Plan, for Gray’s Inn Road.

3.7 Public Transport

Transport for London (TfL) Go app

3.7.1 The TfL ‘Go’ app is free to download and provides users with real time maps, public transport information, walking and cycling routes and can plan accessible journeys including information on toilet availability, platform access and live availability.

3.7.2 The app shows walking and cycling routes that the user may not have considered and the journey planner will prioritise walking over other modes, especially when it is the quickest method.

3.7.3 Audio maps are also available to download from the TfL website.

Existing Bus Services

3.7.4 Existing Bus Services near to the site are summarised in Table 3.1.

Table 3.2: Summary of Existing Bus Services – Gray’s Inn Road / Theobalds Road

Service	Day	First Bus	Services per day (approximate frequency ¹)	Last Bus
Archway Station / Holloway Road to London Bridge Bus Station [Stop CT]	Weekday	04:40	7-15 minutes	00:33
	Saturday	04:40	10-15 minutes	00:34
	Sunday	05:55	15 minutes	00:34

London Bridge Station to Archway Station [Stop B]	Weekday	05:13	7-15 minutes	01:04
	Saturday	05:10	10-15 minutes	01:04
	Sunday	06:25	15 minutes	01:04
46				
Paddington Station / Eastbourne Terrace to St Bartholomew's Hospital [Stop CT]	Weekday	05:42	8 – 15 minutes	00:58
	Saturday	05:36	10 – 25 minutes	00:58
	Sunday	06:49	12 – 15 minutes	00:58
St Bartholomew's Hospital to Bishops Bridge / Paddington Station [Stop B]	Weekday	05:29	8 – 15 minutes	23:57
	Saturday	05:29	9 – 15 minutes	23:57
	Sunday	06:14	14 minutes	23:54
19				
Finsbury Park Interchange to Parkgate Road [Stop CP]	Weekday	05:43	5-10 minutes	00:49
	Saturday	05:43	7-12 minutes	00:45
	Sunday	05:43	8-15 minutes	00:44
Battersea Bridge to Finsbury Park Interchange [Stop CA]	Weekday	05:55	7-10 minutes	00:53
	Saturday	05:55	7-12 minutes	01:02
	Sunday	05:55	9-15 minutes	00:53
38				
Clapton Pond to Victoria Bus Station [Stop CP]	Weekday	05:38	3 – 9 minutes	00:41
	Saturday	05:34	3-8 minutes	00:43
	Sunday	05:34	5-10 minutes	00:40
	Weekday	06:15	3-8 minutes	01:01
	Saturday	06:13	4-9 minutes	01:05

Victoria Bus Station to Lea Bridge Roundabout or Hackney Central / Mare Street [Stop CA]	Sunday	0613	5-10 minutes	00:55
55				
Walthamstow Bus Station to Great Titchfield Street / Oxford Circus Station [Stop CP]	Weekday	05:33	6-12 minutes	00:53
	Saturday	04:32	4-13 minutes	00:44
	Sunday	05:33	6-13 minutes	00:53
Holles Street to Walthamstow Bus Station [Stop CA]	Weekday	05:04	10-15 minutes	01:19
	Saturday	05:04	4-11 minutes	01:19
	Sunday	05:04	7-13 minutes	01:19
243				
Redvers Road to Waterloo Station / Mepham Street [Stop CP]	Weekday	00:01	5-12 minutes (0100-0500 - 30 minutes)	00:01
	Saturday	00:01	7-15 minutes	00:01
	Sunday	00:01	9-15 minutes	00:01
Waterloo Station / Tenison Way to Wood Green Station [Stop CA]	Weekday	00:05	5-12 minutes (0100-0500 - 30 minutes)	00:05
	Saturday	00:05	7-15 minutes	00:05
	Sunday	00:05	9-15 minutes	00:05
N19				
Finsbury Park Interchange to Clapham Junction Station [Stop CP]	Sunday night / Monday morning	00:58	30 minutes	05:26
	Friday night / Saturday morning	00:58	30 minutes	05:26
	Saturday night / Sunday morning	00:58	30 minutes	05:26

	Mon-Thurs nights / Tues – Fri morning	00:58	30 minutes	05:26
Clapham Junction station to Finsbury Park Interchange [Stop CA]	Sunday night / Monday morning	01:14	30 minutes	05:41
	Friday night / Saturday morning	01:14	30 minutes	05:41
	Saturday night / Sunday morning	01:14	30 minutes	05:41
	Mon-Thurs nights / Tues – Fri morning	01:14	30 minutes	05:41
N38				
Walthamstow Bus Station to Victoria Bus Station or Trocadero / Haymarket [Stop CP]	Sunday night / Monday morning	00:59	20 minutes	05:23
	Friday night / Saturday morning	00:35	8 – 15 minutes	05:23
	Saturday night / Sunday morning	00:35	8 – 15 minutes	05:23
	Mon-Thurs nights / Tues – Fri morning	00:59	20 minutes	05:23
Victoria Bus Station to Walthamstow Bus Station [Stop CA]	Sunday night / Monday morning	01:07	20 minutes	06:03
	Friday night / Saturday morning	01:09	8-12 minutes	05:52
	Saturday night / Sunday morning	01:09	8-12 minutes	05:52
	Mon-Thurs nights / Tues – Fri morning	01:07	20 minutes	06:03
N41				
Trafalgar Square / Charing Cross Station to Tottenham Hale Bus Station [Stop CA]	Sunday night / Monday morning	01:24	30 minutes	05:23
	Friday night / Saturday morning	01:33	30 minutes	05:25
	Saturday night / Sunday morning	01:33	30 minutes	05:25

	Mon-Thurs nights / Tues – Fri morning	01:24	30 minutes	05:23
Tottenham Hale Bus Station to Trafalgar Square / Charing Cross Station [Stop CP]	Sunday night / Monday morning	00:46	30 minutes	04:47
	Friday night / Saturday morning	00:45	30 minutes	04:47
	Saturday night / Sunday morning	00:45	30 minutes	04:47
	Mon-Thurs nights / Tues – Fri morning	00:46	30 minutes	04:47
	N55			
St Thomas of Canterbury Church to Great Titchfield Street / Oxford Circus Station [Stop CP]	Sunday night / Monday morning	00:50	30 minutes	05:18
	Friday night / Saturday morning	01:09	30 minutes	05:25
	Saturday night / Sunday morning	01:11	30 minutes	05:26
	Mon-Thurs nights / Tues – Fri morning	00:52	30 minutes	05:21
Holles Street to St Thomas of Canterbury Church [Stop CA]	Sunday night / Monday morning	01:22	30-60 minutes	04:51
	Friday night / Saturday morning	01:34	20-30 minutes	04:50
	Saturday night / Sunday morning	01:31	30-60 minutes	04:49
	Mon-Thurs nights / Tues – Fri morning	01:23	30-60 minutes	04:52

Note: [1] Frequency may vary slightly throughout the day e.g. during peak/off peak periods

Underground / overground / rail

- 3.7.5 There are several underground stations and a railway station within walking distance of the site. These are Chancery Lane, Farringdon and Holborn.
- 3.7.6 Chancery Lane Underground Station is within Zone 1 and lies on the Central Line. The Central Line runs between Ealing Broadway and Epping.
- 3.7.7 Holborn Underground Station is within Zone 1 and lies on both the Central and Piccadilly lines. The Central Line runs between Ealing Broadway and Epping and the Piccadilly Line runs between Heathrow Terminals 2, 3 and 5 and Cockfosters.

- 3.7.8 Farringdon Underground Station is within Zone 1 and lies on the Circle, Metropolitan and Hammersmith and City lines. The Circle Line offers a 'circle' route around London. It runs from Hammersmith to Edgware Road via Paddington. The Metropolitan line runs between Amersham Underground Station and Aldgate Underground Station. The Hammersmith & City Line runs from Hammersmith to Barking Underground Station.
- 3.7.9 Farringdon Station is also connected to the main line National Rail station and is on the Thameslink route between St Pancras and City Thameslink. It is also due to become an interchange station between Thameslink and the Crossrail link, which is due for completion in the next five years.

Car Clubs

- 3.7.10 Car clubs provide access to shared vehicles for members on a pay-as-you-drive basis and offer an alternative to private car ownership. This helps members to access services they may otherwise not be able to, to reduce parking demand, and to encourage sustainable travel.
- 3.7.11 Car Clubs have many benefits including: saving money on purchasing a vehicle, not having to find / pay for car parking, reducing congestion, emissions and improving the air quality. There are flexible membership options and can be hired by the hour or for longer periods of time.
- 3.7.12 Camden has the largest network of car clubs in London – nearly 250 cars with Zipcar and Enterprise Car Club and the London Borough of Camden (LBC) Council are offering two years free membership to residents who give up their parking permits.
- 3.7.13 The nearest Car Club vehicles to the site are shown in Table 3.3.

Table 3.3: Summary of Existing Car Club Spaces

Location	Car (Make/Model)	Provider
Bedford Row	Toyota Yaris [Hybrid]	Enterprise Car Club
Bedford Row	Ford Focus Hatchback	Zip Car
Carey Street	Toyota Yaris [Hybrid]	Enterprise Car Club
Brunswick Square	Toyota Prius [Plug-in hybrid]	Enterprise Car Club
Marchmont Street	Vauxhall Vivaro	Enterprise Car Club

- 3.7.14 The site is highly accessible by sustainable modes of transport including walking, cycling, bus and rail. It has a PTAL rating of 6b, which is the highest achievable score based on the public transport accessibility and availability surrounding the site. There is a good network of existing footways and cycle routes linking the site to the surrounding area and a wide range of local facilities are within acceptable walking and cycling distances.

4 TRAVEL PLAN MANAGEMENT

4.1.1 Travel Plan Coordinator

4.1.2 A Travel Plan Co-ordinator (TPC) will be appointed to promote, implement, and monitor the Travel Plan. The role will include offering Travel Plan information and advice to all residents and the promotion of Travel Plan measures.

4.1.3 A contact name for the nominated TPC will be provided to the Travel Plan Officer at London Borough Camden (LBC) as soon as it is known. The TPC will have committed time set aside each week to dedicate to Travel Plan work although the role is not considered to be 'full time' and is therefore likely to be performed by a person with other professional duties.

4.1.4 The responsibilities of the TPC are many and varied and include:

- Leading on the delivery of the Workplace Travel Plan;
- Putting together the Travel Information Packs and distributing these electronically;
- Advertising sustainable travel events;
- Being the 'human face' of the Travel Plan, acting as a point of contact for employees;
- Playing a central role on the steering group;
- Promoting individual measures in the Travel Plan;
- Ensuring the Action Plan is being implemented; and
- Coordinating the monitoring and review of the Travel Plan.

4.1.5 The TPC will also be responsible for initiating a travel survey of new residents to understand existing travel behaviour and modal split. The results of the survey will inform the Travel Plan by enabling appropriate long term targets to be set. The travel survey will be undertaken in year one (2023), year three (2025) and year five (2027) following the initial survey in 2022.

4.2 Steering Group

4.2.1 A Steering Group will be established to manage the implementation of the travel plan. The terms of reference for the steering group is included at Appendix A.

4.3 Funding

4.3.1 An appropriate budget will be set aside to fund the implementation of the Travel Plan.

5 OBJECTIVES, TARGETS AND INDICATORS

5.1 Objectives

5.1.1 A set of specific objectives have been set for the Travel Plan. These are the high-level aims giving direction and focus and have been identified with reference to relevant issues and circumstances associated with the development. the objectives are as follows:

5.2 Targets

5.2.1 Corresponding targets have been identified and these represent the measurable goals which can be assessed to determine whether the specific objectives have been met. Targets come in two forms. 'Action-Type' targets are non-quantifiable targets and take the form of actions which need to be achieved. 'Aim-Type' targets provide a quantifiable result.

5.2.2 All targets should be SMART:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

5.3 Indicators

5.3.1 The indicators are the elements that will be monitored to identify whether the targets have been met and the objectives achieved.

5.4 Mode Shares

5.4.1 The 2011 Census 'WD703EW - Method of Travel to Work (Workday Population)' data has been analysed for the E02000192 Camden 027 and E02000193 Camden 028 Middle Super Output Areas (MSOA) in which the site lies, to determine the likely modal split of commuter trips to the proposed redevelopment. The results are summarised by Table 5.1

Table 5.1: 2011 Census 'WD703EW - Method of Travel to Work (Workday Population)'

Mode of Travel	2011 Middle Super Output Areas – Camden 027 & Camden 028		
	Persons	Percentage	Adjusted
Not in employment	4,853	4.64%	Discounted
Works mainly at or from home	1,007	0.96%	Discounted
Underground/metro/light rail/ tram	35,054	33.54%	35.53%

Train	34,372	32.89%	34.84%
Bus, minibus or coach	11,186	10.70%	11.34%
Taxi or minicab	245	0.23%	0.25%
Motorcycle, scooter or moped	1,357	1.30%	1.38%
Driving a car or van	5,019	4.80%	5.09%
Passenger in a car or van	425	0.41%	0.43%
Bicycle	5,612	5.37%	5.69%
On foot	5,164	4.94%	5.23%
Other	225	0.22%	0.23%
TOTAL	104,519	100%	100%

5.4.2 The figures have been adjusted to remove those people who are either not in employment or work mainly at or from home to show the modal split of those who do commute to work.

5.4.3 The adjusted figures show that 5.09% of those who commute to work do so driving a car or van which is lower than the national average for England & Wales which is 60.7%. The sustainable modes of travel which are on foot, cycling (including motorcycles) and public transport equate to 94.01% of all journeys to work when combined which is lower than the England & Wales national average of 32.7%. This reflects the different nature in commuting within London and its surrounding areas.

Table 5.2: Summary of Objectives, Targets and Indicators

Objectives	Targets	Indicators
Action-Type Targets		
Appoint a Travel Plan Coordinator (TPC)	A TPC Will be appointed in advance of occupation	TPC role and terms to be agreed with LBC
Establish Travel Plan Steering Group	The Steering Group to be established in advance of occupation	Agreed minutes of the Steering Group meeting
Undertake baseline and monitoring Employee Surveys	Baseline surveys will be undertaken in the first year of opening. Monitoring surveys to be carried out in Years 1, 3 and 5.	Travel surveys to be undertaken using online survey tool. Good sample size needs to be achieved.
Aim-Type Targets		

Raise awareness of the TP amongst staff	To achieve at least a 75% awareness rate of the TP amongst employees by Year 5	Staff Travel Survey
Maintain the low levels of single occupancy vehicles travelling to work	SOV mode share to be \leq 5%	Staff Travel Survey
Sustain the levels of public transport use	Nearly three quarters of trips are undertaken by public transport, levels to be maintained throughout the plan	Staff Travel Survey
Increase the levels of sustainable transport	+3% Over the life of the plan	Staff Travel Survey

5.4.4 The 2011 census 'QS416EW - Car or Van Availability' data has been analysed for the E02000192 Camden 027 and E02000193 Camden 028 Middle Super Output Areas (MSOA) in which the site lies, to determine the levels of car ownership amongst current residents of the MSOA. A comparison to the LB of Camden is provided and summarised by Table 5.3.

Table 5.3: 2011 Census 'QS416EW - Car or Van Availability'

Number of Vehicles	2011 LB Camden		Camden 027 & E02000193 Camden 028 MSDA	
	Count	Percentage	Count	Percentage
No car or van	59,595	61%	5,466	76%
1 car or van	30,991	32%	1,509	21%
2 cars or vans	5,757	6%	202	3%
3 cars or vans	912	1%	35	0%
4 or more cars or vans	279	0%	13	0%
Total Households	97,534	100%	7,225	100%

6 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 This chapter sets out the measures that will be implemented at the proposed development. They are identified with respect to the following categories:

- Reducing the Need to Travel;
- Walking and Cycling;
- Public Transport;
- Car Travel; and
- Marketing and Promotion.

6.2 Reducing the Need to Travel

Flexible Working Practices

6.2.1 Flexible working practices will be implemented where it is possible to do so given the nature of the business. These will include:

- Home Working;
- Teleconferencing; and
- Video conferencing.

6.3 Walking and Cycling

6.3.1 The advantages of cycling include:

- Convenience and reliability;
- Fitness and enjoyment; and
- Saving money.

Shower and Changing Facilities

6.3.2 Suitable shower, changing and storage facilities for walkers and cyclists will be provided in the basement.

Cycle Parking

6.3.3 Cycle storage will be provided in the basement and at ground floor level.

Camden's Cycle Loan Scheme

6.3.4 The Camden's Cycle Loan Scheme is called 'Try-A-Bike' and offers the loan of a bicycle, for a set period, to those who want to experience cycling but do not own a bike of their own. This scheme will be promoted to all employees within the Induction Packs. These bikes are no obligation and can also include cargo and family bikes.

Cycle to Work Scheme

6.3.5 Each organisation will offer employees discounted cycle purchase as part of a cycle to work scheme.

Cyclist Goody Bag

6.3.6 All employees who choose to commute by cycle will receive a 'goody bag' of useful cyclist accessories including:

- High visibility vests and wristbands etc;
- Cycle maintenance tool; and
- Water bottle.

Cycle Pump

6.3.7 Each building will retain a Track Cycle Pump and puncture repair kits for employees.

Cycle Training

6.3.8 Anyone that works in Camden can register for free on their website and receive free adult cycle training. This training follows the government 'Bikeability' training and all of the instructors are National Standards qualified.

Community Cycling Clubs

6.3.9 The Camden Community Cycling Project is run by 'Pedal to the People' and provides free group cycling sessions for children, families, and individuals.

6.3.10 A free Dr Bike service is also available at these sessions.

Provision of Information

6.3.11 Each employee will also be provided with information promoting the health and environmental benefits of walking and cycling as opposed to driving a car. Maps showing local walking and cycling routes to key facilities such as the town centre will be provided as part of the Induction Pack.

6.4 Public Transport

6.4.1 There are several benefits to the individual in using public transport:

- Being able to relax, read or work;
- Traffic free routes (with rail or where bus priority exists);
- A chance to meet with neighbours and friends; and
- No need to park.

Free Oyster card Credit

6.4.2 All employees interested in using the bus, rail or tube to commute will be offered Oyster Card credit, to try a service for the commute.

Season Ticket Discounts

6.4.3 The TPC will seek to negotiate a discount with the local bus operators entitling employees to discounted purchase of season tickets.

Transport for London's Journey Planner

6.4.4 A link to TfL's online and via an app journey planner will be made available to employees through the induction pack.

Information Provision

- 6.4.5 A link to TfL's live public transport service status will be provided.

6.5 Marketing and Promotion

Promotion on Company Intranet

- 6.5.1 Each organisation will include details of the travel planning initiative on their company's intranet site.

Induction Pack

- 6.5.2 Each Employee will receive an Induction Pack. The Induction Pack will include the following:
- A Travel Options Leaflet including a site centred map showing bus routes and stops and local foot and cycle paths and useful travel information;
 - Bus timetables;
 - Rail timetables;
 - Cycle maps;
 - Local pedestrian maps;
 - Information on electric vehicles and charging points.
 - Car sharing information;
 - Car club information
 - Information on best smartphone travel apps; and
 - Relevant contact details.

Notice Boards

- 6.5.3 Travel information will also be made available on notice boards in communal areas of the development. This information will be primarily aimed at visitors and will include walking and cycling routes as well as public transport information.

Newsletters

- 6.5.4 An annual/six monthly newsletter will be delivered to all occupied properties. The Newsletter will provide updates on the implementation of the plan, travel survey results and local travel issues and matters.

Promotion of Events

- 6.5.5 Regular sustainable travel events will be organised throughout the year and will coincide with national travel events such as:

- Walk to Work Week (April);
- Bike Week (June); and
- Car Free Day (September).

Personalised Travel Planning Initiative

- 6.5.6 Each employee will be offered one personal visit from the TPC (free of charge) to discuss any particular travel issues that they may have and provide advice on the various modes of transport available locally. The TPC will endeavour to deal with all reasonable requests from residents and try to obtain any information necessary.

7 IMPLEMENTATION, MONITORING AND EVALUATION

7.1 Action Plan

7.1.1 This Travel Plan will be implemented in accordance with the Action Plan set out below.

Table 7.1: Action Plan

Measure	Timescale	To be implemented by	Comments
Travel Plan Management			
Appoint Travel Plan Coordinator	At opening of the Development	Client / Management Company	TPC to be trained and have sufficient expertise to carry out responsibilities.
Reducing the Need to Travel			
Flexible Working Practices	From occupation	Client / Management Company / Occupier	Application of company policy to site
Encouraging Linked Trips	From occupation	Travel Plan Coordinator	Provide information on notice board
Walking and Cycling			
Shower and Changing Facilities	Pre-occupation construction	Contractor	To Architect's design

Staff and Visitor Cycle Parking	Pre-occupation construction	Contractor	To Architect's design
Cycle to Work scheme		Management Company / Occupier	Application of company policy to site
Cyclist Goody bag	Within three months of occupation	Occupier / TPC	
Cycle Pump	Within six months of occupation	Occupier / TPC	
Cycle Training	Within twelve months of occupation	TPC	Support from LBC
Community Cycle Clubs	Within twelve months of occupation	TPC	Support from LBC
Provision of information	Ready for distribution of travel information packs	TPC	Support from LBC
Public Transport			
Free Oyster card Credit	Within one year of first occupation	TPC	

Season Ticket Discounts	Within one year of first occupation	TPC	
Transport for London's Journey Planner	Ready for distribution of Induction Packs	TPC	
Information Provision	Ready for distribution of Induction Packs	TPC	
Marketing and Promotion			
Promotion on Company Intranet	On occupation	TPC / Occupier	
Induction Packs	Upon employment	TPC / Occupier	
Newsletter	Annually for five years	Travel Plan Coordinator	Newsletter to be distributed to all employees
Notice Board	Within six months of occupation	TPC	
Promotion of Events	Annually	TPC	To be promoted on notice board
Personal Travel Planning Initiative	Within two weeks of request for assistance	TPC	PTP to be promoted within Travel information pack

7.2 Monitoring and Evaluation

- 7.2.1 A Workplace Travel Survey of the travel characteristics of employees will be carried out within three months of occupation. This survey will provide baseline travel data to inform the travel plan targets. An example of the baseline Workplace Travel Survey Form is included at Appendix B.
- 7.2.2 Monitoring surveys will be carried out one year, three years and five years after the baseline surveys were collected at the same time of year to determine changes in travel habits and whether the identified targets have been met. The monitoring Workplace Survey Questionnaire will explore the take-up and success of the travel plan measures.

7.3 Monitoring Reports

7.3.1 Monitoring reports will be submitted to London Borough of Camden (LBC) Council, and include the following elements:

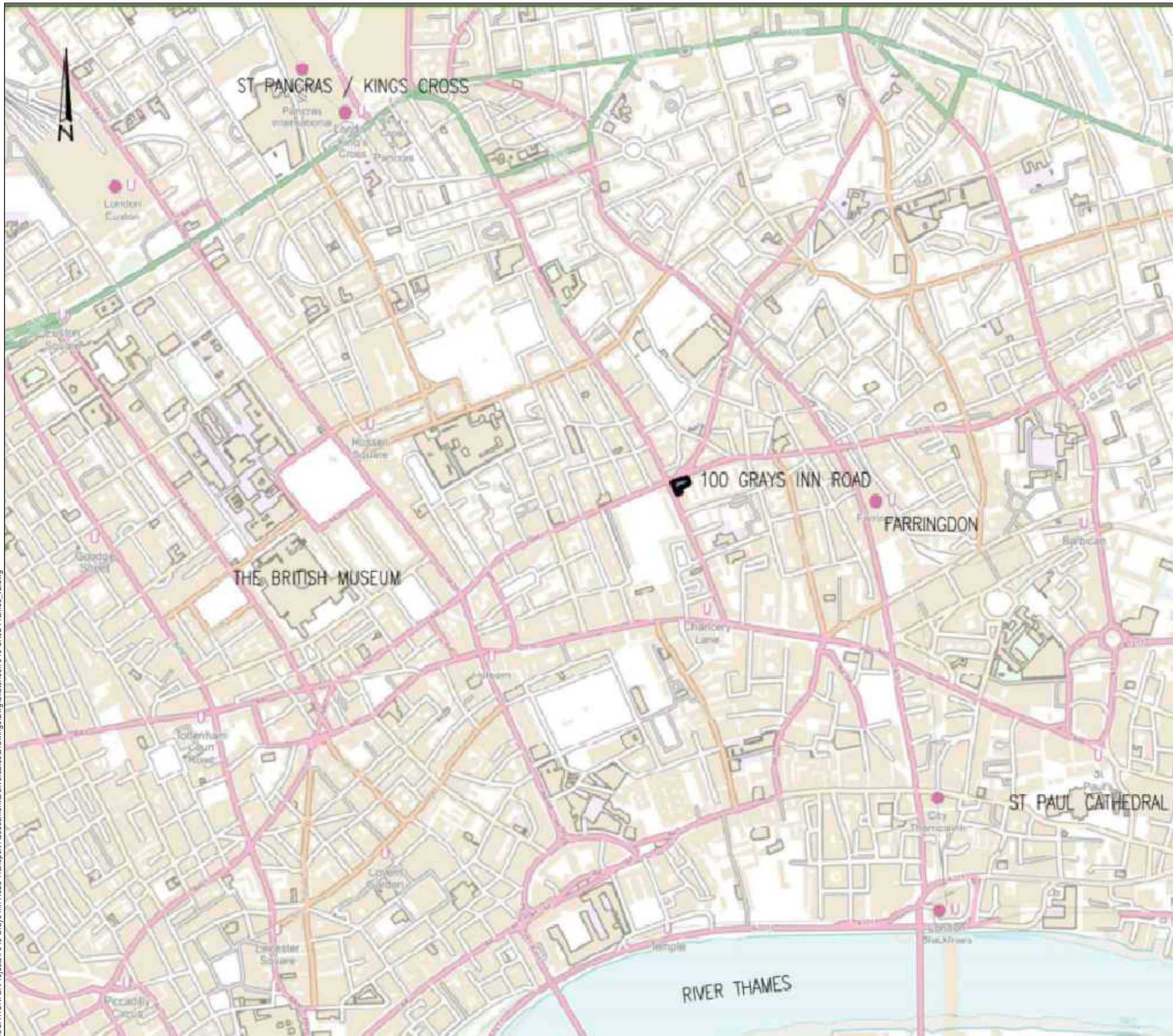
- Details of monitoring results including analysis and results of the Travel Survey;
- Details of progress made since previous report including commentary on implementation of measures, success of events and minutes of steering group meetings; and
- An assessment of whether the Travel Plan targets are on track.

7.4 Remedial Measure

7.4.1 If the Travel Plan targets are not met at the end of the identified monitoring period a Personal Travel Planning initiative across the completed development. This intervention will follow best practice as set out in Making Personal Travel Plans work.

FIGURES

LOGIN NAME: MORGAN CARTER
 LOCATION: B:\Projects\7545 Grays Inn Road Transport Assessment\Deliverables\Drawings\Drawings\7545-SK02-Frames_v2.dwg



NOTES:
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REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS
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CLIENT
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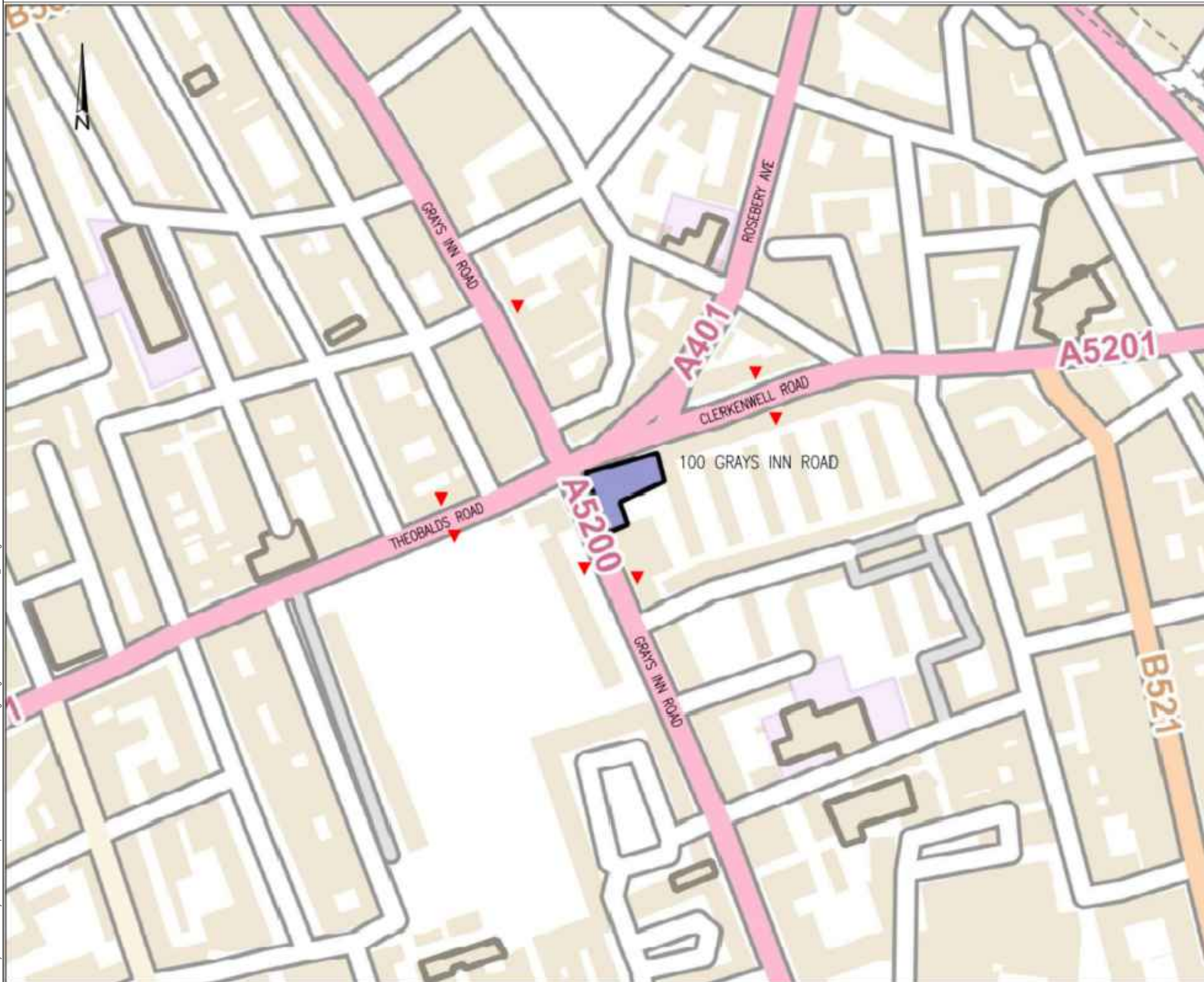
PROJECT
 100 GRAYS INN ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE
 SITE LOCATION PLAN - STRATEGIC CONTEXT

SCALE	DRAWING No	REV
NTS	FIGURE 11	10

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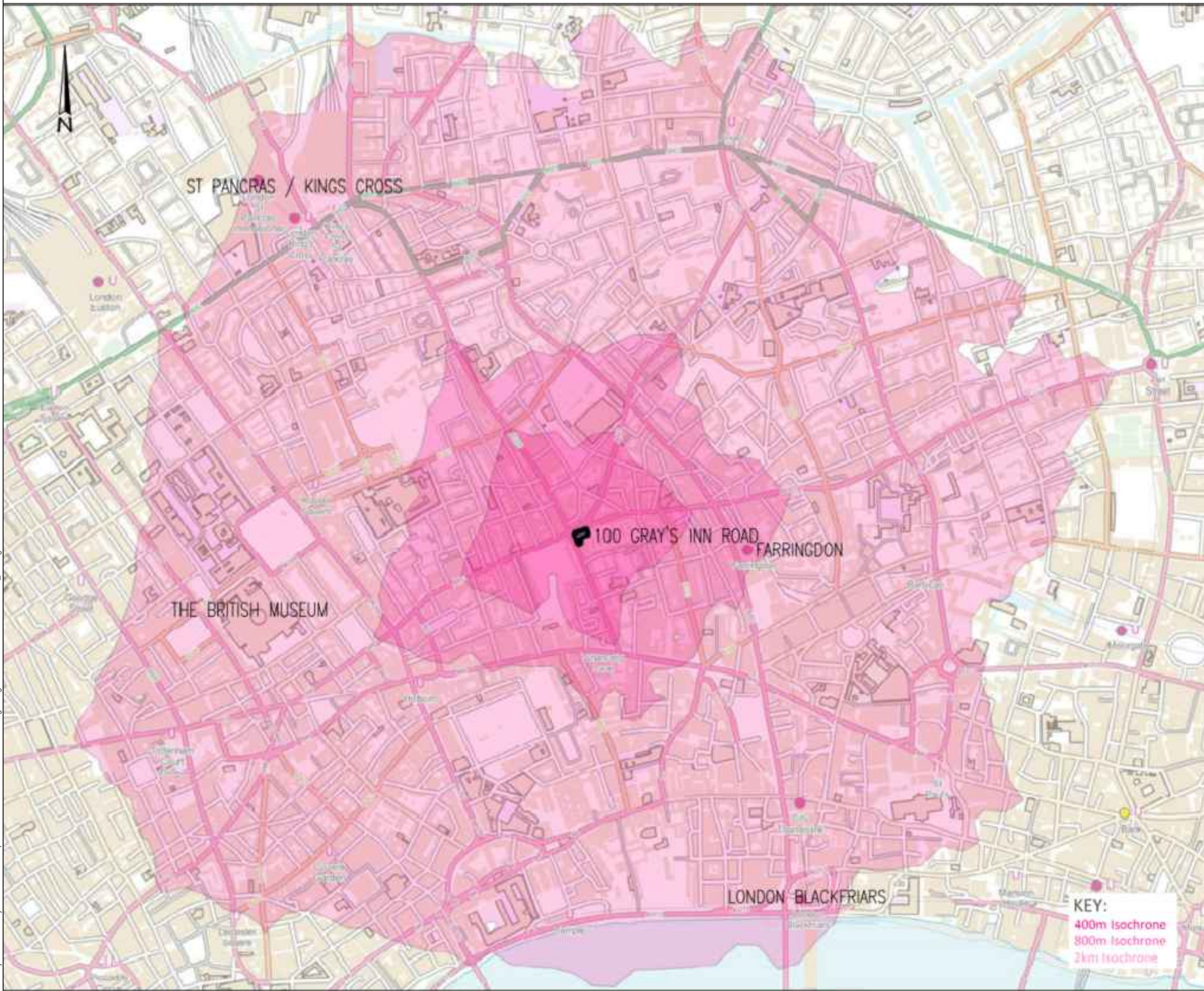
PROJECT
 100 GRAYS INN ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE
 SITE LOCATION PLAN - LOCAL CONTEXT

SCALE	DRAWING No	REV
NTS	FIGURE 1.2	10

LOGIN NAME: MORGAN CARTER
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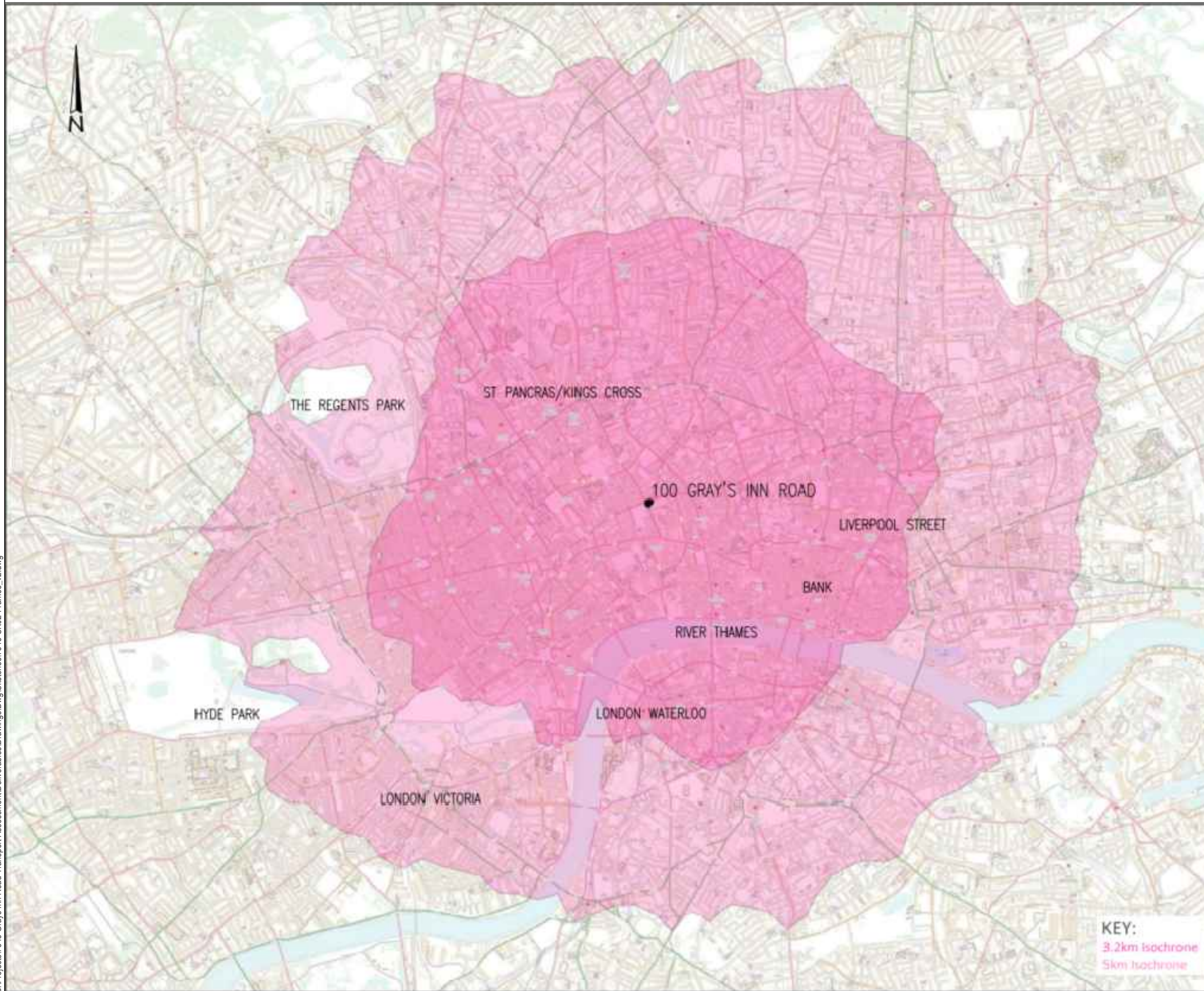
PROJECT
 100 GRAYS INN ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE
 WALKING ISOCHRONE

SCALE	DRAWING No	REV
NTS	FIGURE 3.1	10

LOG IN NAME: MORGAN CARTER
 LOCATION: B:\Projects\7545 Grays Inn Road Transport Assessment\Deliverables\Drawings\7545-SK02-Frames_v2.dwg



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REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

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PROJECT

100 GRAYS INN ROAD

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
CWB	CWB	DAK	28.09.22	DAK	28.09.22

TITLE

CYCLING ISOCHRONE

SCALE	DRAWING No	REV
NTS	FIGURE 3.2	10

APPENDICES

APPENDIX A: STEERING GROUP TERMS OF REFERENCE

100 Grays Inn Road Travel Plan Steering Group

Draft Terms of Reference

Purpose

The Steering Group is the body appointed by Global Holdings to be responsible for the implementation of the Travel Plan process for 100 Grays Inn Road.

Objectives

The objectives of the Steering Group will be to:

- To provide a forum for discussion of travel planning matters;
- To allow communication of travel planning matters between key stakeholders;
- To ensure continuous improvement of the Travel Plan;
- To provide advice and guidance on the Travel Plan Management;

Duties and Roles

The Steering Group shall:

- Manage the development and implementation process.
- Ensure that all stakeholders are consulted and represented and involve the staff in the travel planning process.
- Ensure that the Travel Plan is communicated to all staff and users and is implemented to an agreed timetable.
- Monitor the effectiveness of the travel plan.
- Identify any problems with implementation and measures and propose improvements

Membership

Membership of the steering group shall include:

- Travel Plan Coordinator;
- Human Resources Representative;
- Local Authority Travel Planning Officer; and
- Bus Operator representative.

Quorum and Chairmanship

The group shall choose one member to be the Chairman. Four members of the group (including their nominated deputies) shall constitute a quorum. In the absence of the Chairman the group may choose a Chairman from within its own membership.

Review of the Terms of Reference

These Terms of Reference shall be reviewed and if necessary, amended at the discretion of the Chairman with the agreement of all group members.

Meetings

Meetings will take place four times per year in March, June, September and December for each year and be held in private.

Agenda Items

At each meeting, the agenda will include the following items:

- Minutes of Last Meeting (All).
- Travel Plan Coordinator's Report – update from TPC on actions and issues over last three months.
- HR Report – Matters affecting Transport and Travel.
- Local Authority Report – Update on Initiatives, proposals and issues affecting travel associated with the site from LA viewpoint.
- Bus Operation – Bus Operator update and user views on service operation.
- Any Other Business (AOB).

Record of Meetings

Notes of the group meetings will be taken by the Travel Plan Coordinator and will be agreed as an accurate record at each subsequent meeting signed by the chairman.

APPENDIX B: WORKPLACE TRAVEL SURVEY FORM



WORKPLACE TRAVEL SURVEY

What is it about?

_____ is introducing a range of measures to increase travel opportunities from the (site) by public transport, cycling and walking.

How does this survey help?

This survey is needed, to establish current travel patterns and understand the potential for the proposed measures. Your response is important and will help us to maximise the potential of the initiative.

How do you take part?

Please complete this form and return it in the pre-paid envelope provided by

You do not have to give your identity, however if you want to be entered into the FREE PRIZE draw to win _____ please provide your name and email address below.

Name: _____

Email address: _____

This is a tick box form and is quick and easy to complete.



ABOUT YOUR EMPLOYMENT

1. What is your usual place of work?

Organisation /Department A

Organisation /Department B

Organisation /Department C

Organisation /Department D

Organisation /Department E

Organisation /Department F

2. Is your work

Part-time Full-time

If part-time please specify how many days per week you work _____

3. Which, if any, of the following benefits do you have? (Please tick all that apply)

Company Car

Free Parking Space

Public Transport Season Ticket Loan

Cycle to Work Purchase Scheme

4. Do you ever work from home?

Yes No

If yes, please state how often _____

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

5. Would you like the option of working from home if this were possible?

Yes

No

ABOUT YOUR TRAVEL TO WORK

6. How far do you travel to work?

Up to 1 mile

Over 1 mile and up to 2 miles

Over 2 miles and up to 5 miles

Over 5 miles and up to 10 miles

Over 10 miles and up to 20 miles

Over 20 miles

7. When do you normally arrive at work?

7.00 to 7.29am

7.30 to 7.59am

8.00 to 8.29am

8.30 to 8.59am

9.00 to 9.29am

9.30 to 10am

Other please specify _____

8. When do you normally leave work?

4.00 to 4.29pm

4.30 to 4.59pm

5.00 to 5.29pm

6.00 to 6.29pm

6.30 to 6.59pm

Other please specify _____

9. How long does it normally take you to get to work?

0-15 minutes

16-30 minutes

31-60 minutes

61-90 minutes

Longer than 90 minutes

10. Do you have any mobility difficulty which affects your transport choice?

Yes

No

11. How did you travel to work in the last week? Identify the primary mode of transport only

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
Walk							
Cycle							
Bus							
Train							
Motorcycle							
Car, as driver, on your own							
Car, as driver, with other(s)							
Car, as passenger							

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

12. If you drive to work where do you park? (If you do not drive please leave blank).

Employers Car Park - Guaranteed Space

Paid parking in nearby street

Free parking in nearby street

Paid parking in public car park

13. If you drive to work is your vehicle an electric, low emission or ultra low emission vehicle (CO2 emissions less than 100 g/km)

Yes

No

14. If you drive to work on your own would you be willing to try more sustainable options such as walking, cycling, public transport or car sharing some of the time?

Yes

No

TRAVELLING MORE SUSTAINABLY

15. Which of the following changes would most encourage you to walk or cycle to work? (Please tick no more than three).

Lockers and drying facilities

A course to practise cycling and gain confidence in a safe environment

Showers and changing facilities

Another cyclist to show you a good cycling route to work

Secure cycle parking

Cycle path improvements

Cycling or walking incentives

16. Which of the following changes would encourage you to use public transport to get to work? (Please tick no more than three).

Season Ticket Discounts

Clear bus and/or train timetable services information

Improvement to bus services and times

Improved links to, or facilities at, the railway station

Public Transport Incentives

17. Which of the following changes would most encourage you to car share? (Please tick no more than three).

Car share database to aid finding someone suitable to share with

Car share event to meet potential sharers

Reserved car sharers parking

Car sharing incentives

Free ride home if let down by the car driver

18. Which of the following would most encourage you to consider buying an Electric or Ultra Low Emission Vehicle (ULEV)?

I already use an electric vehicle or ULEV

Details of public charging points in the local area

Information on purchasing a suitable vehicle

A charging point at the worksite

THIS IS A TICK BOX FORM AND IS QUICK AND EASY TO COMPLETE

BUSINESS TRAVEL

19. How many trips have you made for business purposes in the last month? _____

20. What were the last three destinations that you travelled to for business purposes?

1.

2.

3.

21. How did you travel on these business trips? (please tick accordingly)

MODE OF TRAVEL	DESTINATION 1	DESTINATION 2	DESTINATION 3
Car, as driver, on your own			
Car as driver with other(s)			
Car, as passenger			
Train			
Cycle			
Walk			
Bus			
Motorcycle			
Air			

22. If you drove or flew to any of your destinations would any of the following options have been feasible?

OPTION	DESTINATION 1	DESTINATION 2	DESTINATION 3
Car share			
Telephone or video conference facilities available			
Train			
Cycle			
Walk			
Bus			

23. Is there anything that would make it easier for you to use these options for business travel?

24. Do you have any other comments?

THANK YOU FOR YOUR TIME

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