



ttp consulting
transport planning specialists

GHL (Eagle Wharf Road) Ltd

**49-50 Eagle Wharf Road,
London, N1 7ED**

Framework Travel Plan

July 2015

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1 INTRODUCTION

- 1.1 This Framework Travel Plan has been prepared by TTP Consulting in support of a planning application, submitted by GHL (Eagle Wharf Road) Ltd ("the Applicant"), in relation to their development proposals for 49-50 Eagle Wharf Road which is located in the London Borough of Hackney (LBH).
- 1.2 The planning application proposal, which this Framework Travel Plan supports seeks permission for the demolition of existing buildings on the site and the erection of a 1 to 7 storey (with basement) mixed use building to provide provide 4,520sqm Gross Internal Area (GIA) of commercial space, including 4,218sqm Class B1 floor space and 127sqm Class A3 (restaurant) floor space. A total of 64 residential units are also included (28 x 1 bed, 21 x 2 bed, 13 x 3 bed and 2 x 4 bed) together with car parking spaces, delivery bay, cycle parking and associated amenity space and landscaping.
- 1.3 This document has been prepared to act as the full Travel Plan for the residential units. Once the development proceeds through the construction and occupation process, this document will be used as a framework document to produce individual Travel Plans for each commercial occupier, as appropriate.
- 1.4 The main aim of this Framework Travel Plan is to put in place the management tools deemed necessary to enable the residents, employees and visitors of 49-50 Eagle Wharf Road to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents, employees and visitors from using sustainable and active modes.
- 1.5 This Travel Plan has been prepared in accordance with guidance issued by Transport for London (TfL) in November 2013 "Travel Planning Guidance".
- 1.6 This Travel Plan will be secured and monitored through the section 106 agreement.
- 1.7 The remainder of this document is structured as follows:
- Section 2 – outlines the accessibility and expected travel patterns;
 - Section 3 – sets out the objectives and targets;
 - Section 4 – outlines the travel plan strategy;

- Section 5 – sets out the Measures that will be implemented;
- Section 6 – outlines the monitoring and review programme; and
- Section 7 – sets out an Action Plan.

2 ACCESSIBILITY

Site Location and Existing Use

- 2.1 The site is located in the London Borough of Hackney at 49-50 Eagle Wharf Road and is bounded to the north by Regent's Canal and to the south by Eagle Wharf Road.
- 2.2 The location of the site with respect to the local highway network and underground/rail connections is shown at **Figure 1**.

Local Highway Network

- 2.3 The site fronts Eagle Wharf Road, which is traffic calmed and links to Shepherdess Walk at its western end and to New North Road at its eastern end. Eagle Wharf Road is exit only at the junction with New North Road.
- 2.4 Along the site frontage there are resident permit holder parking bays and single and double yellow line parking / waiting restrictions. Pay and display bays and a Santander Cycles docking station with space for 45 cycles are present opposite the site.
- 2.5 The site is located within Hackney's Controlled Parking Zone (CPZ) subzone 'A' Wenlock which is operational Monday to Friday between 08:30 and 18:30.

Access to the site by non-motorised means

Walking

- 2.6 A person's willingness to walk is dependent on many factors including; access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.7 There are good quality footways along both sides of all the roads in the immediate vicinity of the site providing access to commercial, community and leisure facilities in the local area as well as public transport services.

Cycling

- 2.8 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 2.9 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles. Much of east, central and north London is within a 5 mile cycle of the site, including: Farringdon, Oxford Circus, Victoria, Harringay and Canary Wharf.
- 2.10 Eagle Wharf Road is part of a signed cycle route and the TfL cycle map for the area shows Shepherdess Walk as a quieter route recommended for use by cyclists. Regent's Canal also offers a traffic free cycle route.
- 2.11 Close to the 45 cycle hire docking station on Eagle Wharf Road, a further 28 cycle docking station is located on Wenlock Road (450m south, 6 minutes' walk) and 27 on Murray Grove (500m south, 6 minutes' walk).

Public Transport

Bus Services

- 2.12 The site is well served by local bus services. The closest northbound/southbound bus stops (Eagle Wharf Road 'XR' and 'XL') are located on New North Road approximately 300-450m east of the site.
- 2.13 The local bus services available within walking distance of the site are summarised in **Table 2.1** and the TfL Bus Route Map is provided at **Appendix A**.

Table 2.1 Summary of Bus Service Frequency (every 'x' minutes)			
No.	Route	Weekday Frequency	Weekend Frequency
21	Lewisham Centre / Newington Green	5 - 9	6 - 10
76	Baylis Road / Tottenham Hale	6 - 10	7 - 11
141	London Bridge Station / Tottenham Road	5 - 8	6 - 10
271	Finsbury Square / South Grove	7 - 10	10 - 11
394	Liverpool Road / Homerton Hospital	11 - 14	11 - 12

Rail and Underground Services

- 2.14 Old Street Underground and rail station is located 1.1km south of the centre of the site, and though not within the 960m walking stipulated within the PTAL of the site, the walking distance is considered reasonable and the station would be utilised by many visitors to the site.
- 2.15 The Underground station offers access to the Northern Line which runs between High Barnet / Edgware to Morden via either Charing Cross or Old Street. Old Street rail Station operates approximately 14 services an hour to locations such as Moorgate, Hertford North, Welwyn Garden City, and Letchworth Garden City via Hertford North.

Car Clubs

- 2.16 Numerous car club bays are available in the area surrounding the site, the closest bays are operated by Zipcar and are provided on Eagle Wharf Road (within 300m), Shepherdess Walk (within 150m), Arlington Square (150m), Noel Road (300m) and Wenlock Road (300m).

Predicted Travel Patterns

- 2.17 **Table 2.2** sets out the predicted modal split for journeys made to and from the site for residents of the site.
- 2.18 The predicted modal split for the residents is based on 2011 census data for the Lower Layer Super Output Area 'Hackney 026C' for Method of Travel to Work data.

- 2.19 As only 3 car parking spaces will be provided for blue badge holder and as a permit free agreement will be entered into, ensuring that the new tenants and residents of the site will not be able to apply for parking permits to park on-street the single vehicle occupancy percentage (9%) and passenger (1%) mode split has been amended and shared equally across public transport.

Table 2.2 – Predicted Modal Split for Residential use	
Mode	Percentage (%)
Public Transport	56
Taxi	1
Motorcycle	2
Walk	27
Cycle	14
Total	100

- 2.20 **Table 2.3** sets out the predicted modal split for journeys made to and from the site for employees based at the site.

- 2.21 The predicted modal split for the employment use is based on 2001 census data for method of travel to work daytime population. As with the predicted mode split for residents, single vehicle occupancy (29%) and passenger (2%) percentages have been shared equally across other modes.

Table 2.3 – Predicted Modal Split for Employee use	
Mode	Percentage (%)
Public Transport	62
Taxi	0
Motorcycle	2
Walk	15
Cycle	21
Total	100

- 2.22 For the purpose of this Framework Travel Plan and its emphasis on resident and employee travel, the mode splits as shown in **Table 2.2** and **2.3** will be used for monitoring and target setting purposes until a travel survey can be undertaken. This survey will accurately identify how employees and residents at the site travel and the results will be known as Year 0.
- 2.23 The survey will take place within 6 months of initial occupation of the employment element and once 75% of the residential units are occupied. The surveys will be carried out independently of each other, if considered necessary.

3 OBJECTIVES AND TARGETS

Introduction

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

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage residents, employees and visitors to use more sustainable ways of travelling to / from 49-50 Eagle Wharf Road through more effective promotion of active modes (walking and cycling). This will minimise the impact of the development on the surrounding public transport network.

3.3 The sub-objectives are:

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

Targets

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

Action Targets

- 3.6 The key action targets are set out below:
- A Residential Travel Plan Coordinator (RTPC) will be appointed at least 1 month prior to the first residential unit being occupied;
 - Where appropriate each Occupier Travel Plan Champion (OTPC) will be appointed prior to the occupation of each employment unit by the tenant
 - Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section).

Aim Targets

- 3.7 The Aim targets of this Travel Plan are focused on both the employees and residents of the site.
- 3.8 **Table 3.1** outlines the Aim targets set out for the site. The targets are set to measure progress towards the main objectives over five years once the development site has been fully built out. The baseline figures are taken from the expected mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available. This will be discussed with LBH's Travel Plan officers.

Table 3.1: Travel Plan AIM Targets				
Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim (Year 3)	Final (Year 5)
Employees				
Achieve a 5% increase in Active Mode Trips by Year 5	Modal Split monitoring surveys for active modes	36%	39%	41%
Residents				
Achieve a 5% increase in Active Mode Trips by Year 5	Modal Split monitoring surveys for active modes	41%	44%	46%
Visitors				
Increase the awareness of cycling and walking as viable options available to access the site	No surveys necessary	-	-	-

- 3.9 It is more constructive to set Action type targets for measures aimed at promoting sustainable transport to visitors to the site, rather than a mode split Aim Target.
- 3.10 The targets are based on proxy data and will need to be ratified and if necessary adjusted once the Baseline / Year 0 modal share has been established. Any adjustments to the targets will be discussed and agreed with LBH.
- 3.11 Indicators are the elements which will be measured in order to assess progress towards meeting the targets. For the most part this will be the main mode listed by Employees during monitoring surveys.

4 TRAVEL PLAN STRATEGY

4.1 It is important to recognise that rather than a static document a Travel Plan is a practical management tool that sets out 'active' initiatives. This means that a Travel Plan is a process of continual improvement, requiring regular review to monitor changes in travel patterns and assessing the success of the plan's measures.

Residential Travel Plan Coordinator (RTPC)

4.2 The Applicant will appoint a RTPC at least one month prior to the occupation of the first residential unit whilst also implementing and maintaining the physical measures pursuant to the planning permission. It is expected that the RTPC will be retained on a part time basis.

4.3 The RTPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Residential element of this Framework Travel Plan. The RTPC will be fully funded by the service charge.

4.4 The primary responsibilities of the RTPC include:

- The implementation of measures as set out in the Travel Plan;
- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Monitoring the success of the Travel Plan against the agreed targets;
- Acting as a point of contact for all residents regarding travel and the Travel Plan; and
- Liaising with the third party stakeholders regarding the Travel Plan.

4.5 The role of the RTPC is part-time and will have a fluctuating workload throughout the duration of the Travel Plan.

Commercial Travel Plan Strategy

4.1 This document has been designed to provide a framework for which individual workplace travel plans can be prepared. It provides an outline of the general elements that the tenants/occupiers will need to include within their individualised Travel Plans. Occupiers will be expected to adapt these to suit their own circumstances and organisational policies.

- 4.2 In particular the type of Travel Plan will be dependent on the size of each organisation. The thresholds set in the following **Table 4.1** will be used for determining these. The travel plan thresholds are those as set out in TfL’s Travel Planning Guidance (2013).

Table 4.1 – Travel Plan Type Thresholds		
Land Use	Travel Plan Statement	Full Travel Plan
A3 (Restaurant)	More than 20 staff but less than 750sqm	Equal or more than 750sqm
B1 (Business)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm

Full Travel Plan

- 4.3 Applicants for developments at or above the strategic-level thresholds must by default submit an ATTrBuTE-compliant Full Travel Plan and contain all relevant information as per the TfL guidance.

Travel Plan Statement

- 4.4 Smaller units that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation.

Travel Plan Champion

- 4.5 If a Full Travel Plan or Travel Plan Statement is required, the occupier/tenant of the commercial space will appoint a Travel Plan Champion (TPC) to develop and manage the Travel Plan (if required).
- 4.6 The TPC is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results.
- 4.7 The main responsibilities of the TPC will consequently be:

- To develop the Travel Plan for their employer based on this Framework Travel Plan;

- To implement, market and manage the Travel Plan; and
 - Act as a point of contact for staff regarding travel and the Travel Plan.
- 4.8 Each occupier will appoint their Travel Plan Champion upon initial occupation of the site, and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to the LBH Travel Plan Team upon their appointment. Each occupier will be responsible for submitting a Travel Plan within 3 months of occupying the development (dependent on the size of the organisation as set out in Table 4.1).
- 4.9 The role of the TPC is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will make sure that the TPC has enough time to undertake his/her duties. The staff member appointed will need to be at a senior enough level to effectively communicate with management within their organisation regarding the Travel Plan.
- 4.10 The funding of each Travel Plan Champion is the responsibility of the occupier.

Marketing Strategy

- 4.11 Each Resident and Employee will be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as the cycle parking during induction sessions and via Welcome Packs.
- 4.12 Each residential unit will be provided with a branded Welcome Pack on first occupation. The Welcome Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, contact details for taxi operators, and local Car Club facilities.
- 4.13 Residents will as a consequence be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan. In conjunction with the Welcome Pack, marketing activity will be undertaken at the point of sale (where possible).
- 4.14 The following could be used as a means of disseminating information to employees to promote the Travel Plan: Staff notice boards; Payslips; Staff newsletters; Company internet/intranet sites; E-groups; induction pack and forums.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Framework Travel Plan outlines the specific physical and management measures to be implemented as part of the Framework Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.
- 5.2 The list of measures described below is by no means exhaustive and it will be the responsibility of the appointed RTPC/TPC to investigate other potential measures. It is important to add that in the longer term other measures may be more suitable for the users depending on their needs and demands. This will be evident from the proposed regular monitoring results and measures will be implemented and/or altered accordingly.

General Measures

Car and Cycle Parking

- 5.3 No on-site car parking spaces will be provided other than the 3 blue badge holder bays. In addition, a permit free agreement will be entered into, ensuring that the new tenants and residents of the site will not be able to apply for parking permits to park on-street.
- 5.4 The development benefits from 177 cycle stands located within the curtilage of the site to encourage trips to be made by cycle.

Walking and Cycling

- 5.5 Both walking and cycling are cheap, convenient and reliable methods of transport. Cycling is particularly important in addressing congestion and pollution as it can replace many journeys which otherwise would be made by vehicular transport.
- 5.6 The RTPC/TPC will encourage walking by providing information about the most suitable/appropriate pedestrian routes to/from the site, and also to local amenities.
- 5.7 The RTPC/TPC will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations/companies that offer 'Dr Bike' services;
- Investigating whether tax incentives schemes such as the Governments Cycle Scheme are appropriate for the employees based at the site;
- Organisation of social cycling events, e.g. lunch time or after work/shift rides, or participation in cycle-related events such as the London to Brighton bike ride;

5.8 The RTPC/TPC will provide information on the safest cycle routes in the area and promote the use of cycling to access the Site. In addition, the RTPC/TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to employees.

Public Transport

5.9 The RTPC/TPC will ensure that the following tasks are undertaken:

- all underground, train and bus services are well publicised and promoted to all Employees and Residents;
- route and timetable information will be included on travel notice boards, which will be located at in prominent locations for all uses; and
- contact details will be provided for public transport operators such as TfL (Journey Planner) and National Rail.

5.10 Taxis have an important role in providing for employees trips when other modes of transport may not be available. The RTPC/TPC will ensure that contact details for local taxi operators are available on site.

Welcome Pack and Travel Information Provision

5.11 New residents will be provided with a Welcome Pack containing information on public transport services close to the site and other measures for encouraging use of non-car modes of travel.

5.12 The provision of information of alternatives to the car is an important aspect of residential Travel Plans. It is recommended that the packs contain the following information:

- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc;
- Timetables and route maps for public transport, particularly buses;
- Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
- Local taxi company details;
- Car Club information;
- Cycling and walking maps for the local area;
- Web details for any community travel sites and community forum sites; and
- Web and other contact details for major retailers offering home shopping facilities.

5.13 A dedicated Travel Notice Board will be installed at key locations within the site such as staff break room or reception/foyer areas. These Information Points will be at the site from the outset and will display material designed to promote not only sustainable travel modes such as public transport, walking and cycling but also details of the Travel Plan itself and the contact details of the TPC.

5.14 The Travel Notice Boards can also be used as a marketing tool to promote associated transport events and the implementation of new initiatives.

5.15 A personalised journey planning service will be offered to residents / employees by the TPC, and advice will be given on how to plan journeys by sustainable modes of transport.

Car Clubs

5.16 Car clubs are an excellent way of having access to a car without the hassle and expense of ownership. Employees and residents will be informed of the benefits of Car Clubs (including no tax, servicing, maintenance, parking charges).

5.17 There are a number of car club vehicles in the area, the closest to the site is located on Eagle Wharf Road and is located 300m east of the site.

Visitor Travel

5.18 Employees and Residents will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible. Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate on-street spaces, and the use of car clubs will also be encouraged.

Provision for People with Disabilities and Visual Impairment

5.19 Provision for people with disabilities has been built into the design of the building.

5.20 The following initiatives / design features / measures are present:

- Stairs have refuge points;
- Wheelchair accessible lifts with accessible floors; and
- Disabled Toilets.

6 MONITORING AND REVIEW

Residential Element

- 6.1 The residential monitoring programme will begin with the initial baseline travel survey (Year 0), to be undertaken upon reaching a trigger point of 75% occupation of the residential units. Further monitoring surveys will take place at Year 1, 3 and 5. All monitoring will follow the most up to date TfL best practice guidance, and will be the responsibility of the Applicant/ the management company.
- 6.2 The travel surveys will be marketed by the RTPC to encourage a high response rate. According to TfL guidance, Travel Plans should aim to achieve a response rate of at least 30%.

Commercial Element

- 6.3 If required, the employment monitoring programme will begin with the initial baseline travel survey, to be undertaken no later than three months after occupation of the employment unit(s). Further monitoring surveys will take place at Year 1, 3 and 5. All monitoring will follow the most up to date TfL best practice guidance, and will be the responsibility of the Applicant/ the management company.
- 6.4 The travel surveys will be marketed by the TPCs to encourage a high response rate. According to TfL guidance, Travel Plans should aim to achieve a response rate of at least 30%.
- 6.5 The Monitoring surveys for the commercial units will be carried out independently of each other and will be the responsibility of the occupier.

Review

- 6.6 A report will be compiled each year for a period of 5 years that will include the results of any monitoring. The report will be issued to LBH by email.

Questionnaire Forms

- 6.7 Example questionnaire surveys for both the residential and commercial elements are provided at **Appendix B**.

7 ACTION PLAN

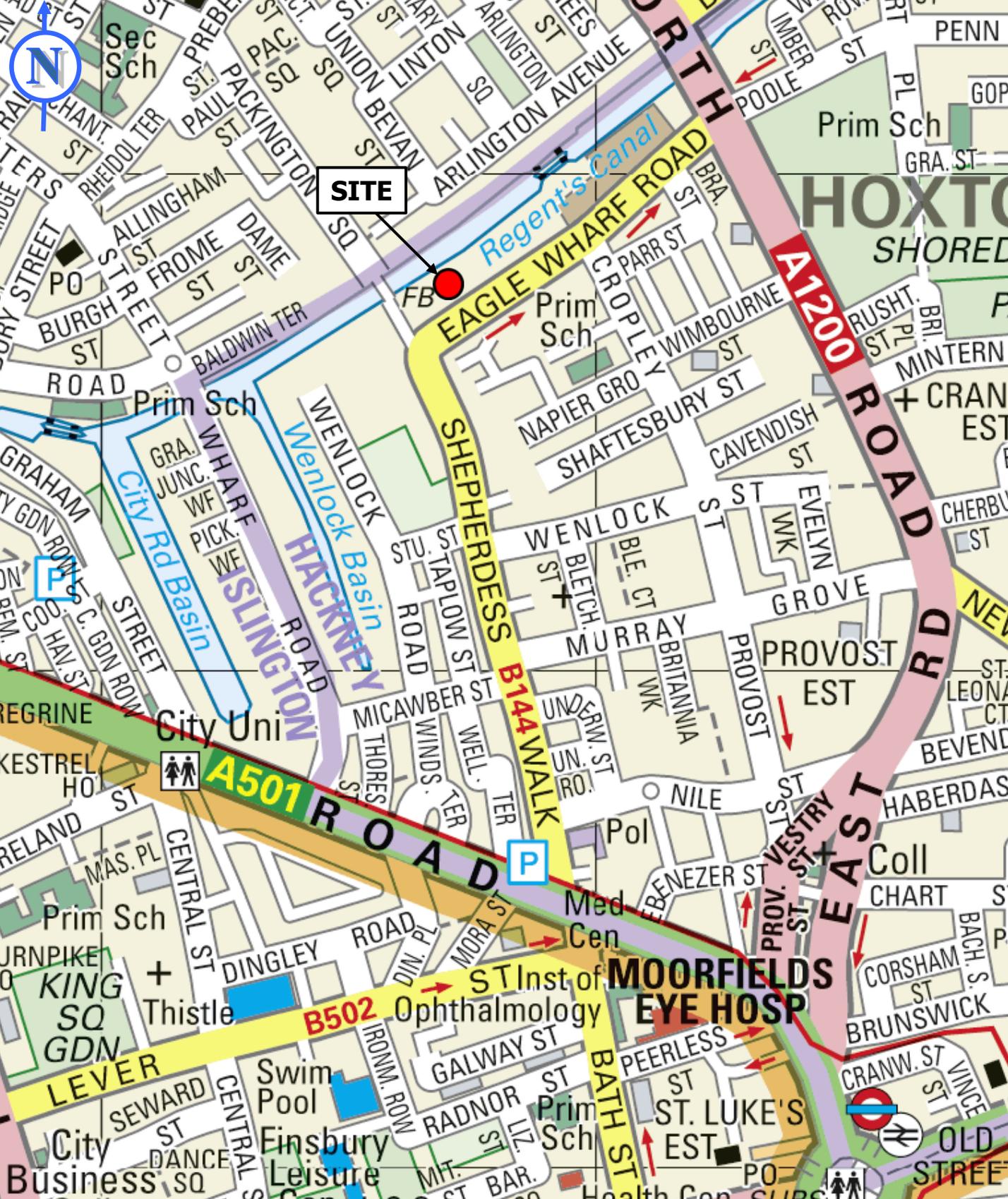
- 7.1 The Travel Plan Action Plan is outlined in **Table 7.1** below. The Action Plan will be revised every year following each Annual Travel Plan Review.

Table 7.1 Action Plan for Travel Plan Measures –Employees and Residents				
Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
General				
Appointment of Residential Travel Plan Coordinator (TPC)	The RTPC will be a part-time role funded by the Applicant.	Prior to occupation of first unit	N/A	The Applicant / Developer
Appointment of Occupier Travel Plan Champion(s)	A TPC will be a part-time role (if required)	Prior to occupation	N/A	Occupiers
Development of Workplace Travel Plans	The TPC will develop the subsequent Workplace Travel Plans if required according to the thresholds.	Prior to occupation	Provision of a Travel Plan	Occupier/TPC
Information Provision				
Travel Information Packs for all residents and employees	All employees and residents will receive a travel pack outlining the sustainable options for travelling to the development site, company policy related to transport (for employees), the existence and purpose of the Travel Plan and location of cycle parking and showers etc.	Prior to commencement of employment/residency	N/A	RTPC / TPC

Table 7.1 Action Plan for Travel Plan Measures –Employees and Residents				
Information Boards	Travel information boards will be placed in a prominent location, for instance in the staff break room	Installed with building development	N/A	RTPC / TPC to update information when necessary
Personalised Travel Planning Sessions	The TPC will offer planning services at point of initial occupation	On initial point of occupation / when necessary	The TPCs will keep a record of which Residents / Employees have utilised the service as well as the nature of the service (group, one on one).	RTPC / TPC
Cycling				
Provision of cycle racks / stands	Cycle parking to be provided for residents, employees and visitors.	Provided as part of development process	Spot checks as part of maintenance rounds	The Applicant
Provide cycle route maps and other information relating to cycle facilities	Greater cost if bespoke information needs to be printed. Less if existing map etc is used	Within 6 months of first occupation	TPC to monitor uptake	RTPC / TPC
Walking				
Residents and Employees to be provided with information related to safe walking routes.	As part of the induction sessions / Welcome Pack	At initial occupation	NA	RTPC / TPC
Public Transport				
Notice board with timetable information for Employees	Located in visible public area	Upon building completion	Administrative – TPC	RTPC / TPC

Table 7.1 Action Plan for Travel Plan Measures –Employees and Residents				
Taxi Services	Ensure that taxi contact details are available for Employees, Residents and Visitors	Upon occupation	TPC to ensure details are kept up to date	RTPC / OTPC
Residential Monitoring				
Baseline Survey	Year 0	Once 75% of Units are occupied	Survey	RTPC
Interim Surveys	Years 1, 3 and 5	Anniversary of Baseline Survey	Survey	RTPC
Review of Travel Plan	At Year 5	Receipt of Year 5 survey results	N/A	RTPC
Commercial Monitoring				
Baseline Survey	Year 0	No later than 6 months after occupation (if required).	Survey	OTPC
Interim Surveys	Years 1, 3 and 5	Anniversary of Baseline Survey	Survey	OTPC
Review of Travel Plan	At Year 5	Receipt of Year 5 survey results	N/A	OTPC

Figures



TITLE:
Site Location Plan

PROJECT:
49-50 Eagle Wharf Road

CLIENT:
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DRAWN: D.P
 CHECKED:
 DATE: 09.03.2015
 SCALE: NTS

DRAWING REFERENCE:
 Figure 1

REVISION:

Appendix A
TfL Bus Map

Buses from Old Street and Moorfields Eye Hospital

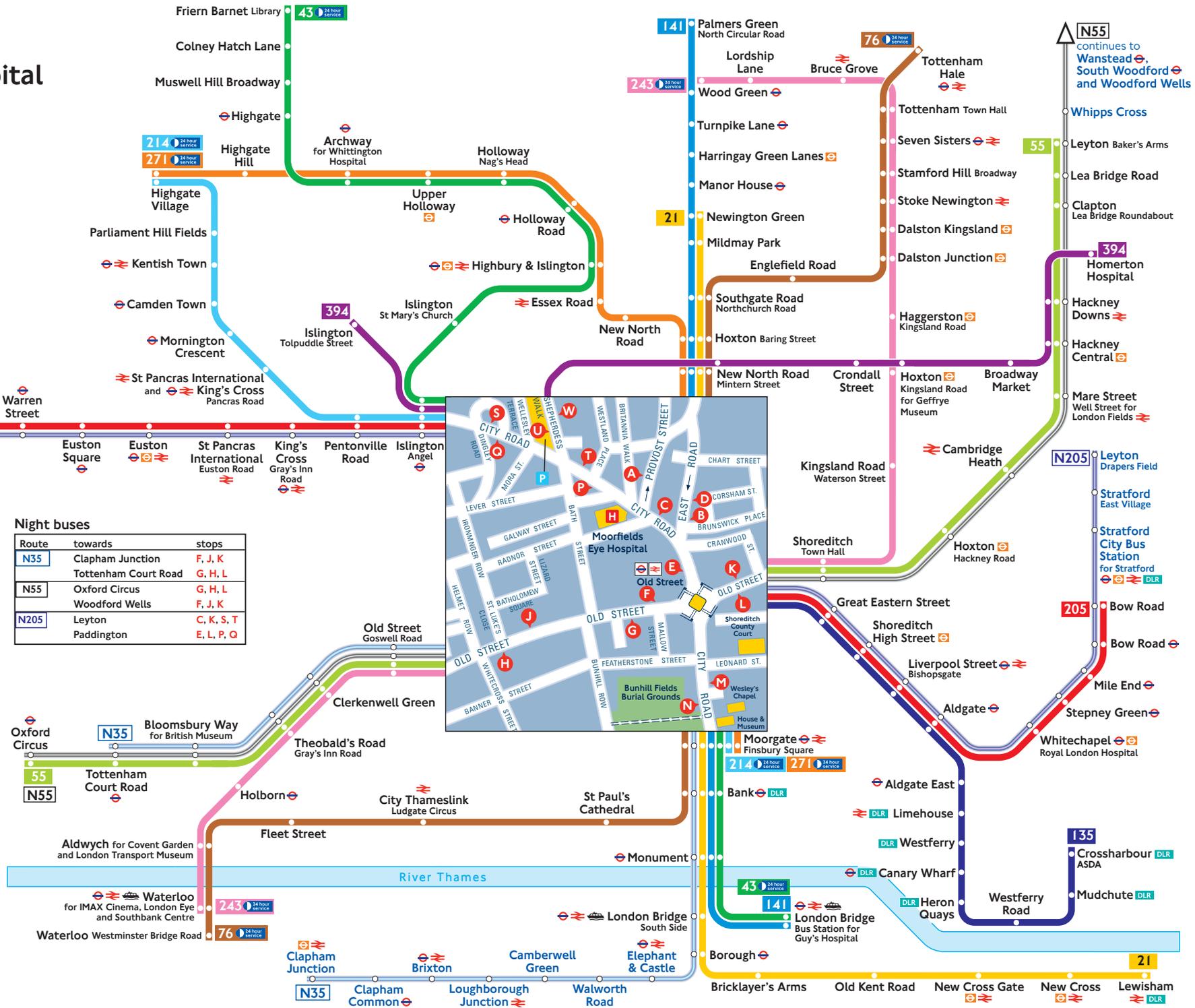
Route finder

Day buses including 24-hour services

Route	towards	stops
21	Lewisham	D, M
	Newington Green	A, N
43	Friern Barnet	E, N, P, Q
	London Bridge	C, M, S, T
55	Leyton	F, J, K
	Oxford Circus	G, H, L
76	Tottenham Hale	A, N
	Waterloo	D, M
135	Crossharbour	B, K
141	London Bridge	D, M
	Palmer's Green	A, N
205	Bow Church	C, K, S, T
	Paddington	E, L, P, Q
214	Highgate Village	E, N, P, Q
	Moorgate	C, M, S, T
243	Waterloo	G, H, L
	Wood Green	F, J, K
271	Highgate Village	A, N
	Moorgate	D, M
394	Homerton Hospital	S, U
	Islington	Q, W

Night buses

Route	towards	stops
N35	Clapham Junction	F, J, K
	Tottenham Court Road	G, H, L
N55	Oxford Circus	G, H, L
	Woodford Wells	F, J, K
N205	Leyton	C, K, S, T
	Paddington	E, L, P, Q



Appendix B

Proposed Travel Survey Questionnaires

Q1 Gender

	Occ1	Occ2	Occ3	Occ4	Occ5
Male	<input type="checkbox"/>				
Female	<input type="checkbox"/>				

Q2 What age are the residents who live here

	Occ1	Occ2	Occ3	Occ4	Occ5
Under 10	<input type="checkbox"/>				
11 - 15	<input type="checkbox"/>				
16 - 18	<input type="checkbox"/>				
18 - 24	<input type="checkbox"/>				
25 - 49	<input type="checkbox"/>				
50 - 64	<input type="checkbox"/>				
65+	<input type="checkbox"/>				

Q3 Do you have an oyster card?

	Occ1	Occ2	Occ3	Occ4	Occ5
Yes	<input type="checkbox"/>				
No	<input type="checkbox"/>				

Q4 Do you receive s concessionary public transport fare?

	Occ1	Occ2	Occ3	Occ4	Occ5
N/A	<input type="checkbox"/>				
<18 oyster	<input type="checkbox"/>				
18+ Student	<input type="checkbox"/>				
60+	<input type="checkbox"/>				
Disability	<input type="checkbox"/>				
Veteran	<input type="checkbox"/>				
New Deal Community transport	<input type="checkbox"/>				
Other	<input type="checkbox"/>				

Q5 Do you have a bicycle for your personal use?

	Occ1	Occ2	Occ3	Occ4	Occ5
Yes	<input type="checkbox"/>				
No	<input type="checkbox"/>				

Q6 Do you have a driver's license?

	Occ1	Occ2	Occ3	Occ4	Occ5
Yes	<input type="checkbox"/>				
No	<input type="checkbox"/>				

Q7 How many cars are there in the household?

	Occ1
0	<input type="checkbox"/>
1	<input type="checkbox"/>
2	<input type="checkbox"/>
more than 2	<input type="checkbox"/>

Q8a Are you aware that there are car clubs in London where members can hire cars by the hour on-street locations?

	Occ1
Yes, aware	<input type="checkbox"/>
No, not aware	<input type="checkbox"/>

Q8b Are you a member?

	Occ1	Occ2	Occ3	Occ4	Occ5
Yes	<input type="checkbox"/>				
No	<input type="checkbox"/>				

Q9 Are you aware that as a resident in this development you are entitled to free car club membership?

	Occ1
No, not aware	<input type="checkbox"/>
Yes, aware	<input type="checkbox"/>
Yes, aware and received	<input type="checkbox"/>

Q10 How far away is your work/school from home? (please circle which)

	Occ1	Occ2	Occ3	Occ4	Occ5
< 1 mile	<input type="checkbox"/>				
1-2 miles	<input type="checkbox"/>				
3-5 miles	<input type="checkbox"/>				
6-10 miles	<input type="checkbox"/>				
10 miles +	<input type="checkbox"/>				
N/A	<input type="checkbox"/>				

**Q11 What is your main mode of travel to work/school
(main mode = longest distance travelled)**

	Occ1	Occ2	Occ3	Occ4	Occ5
Walk	<input type="checkbox"/>				
Bus	<input type="checkbox"/>				
Train	<input type="checkbox"/>				
underground/ overground	<input type="checkbox"/>				
Cycle	<input type="checkbox"/>				
Car (alone)	<input type="checkbox"/>				
Car (with/or as passenger)	<input type="checkbox"/>				

**Q12 What is the main thing that puts you off getting
public transport (more) ?**

	Occ1	Occ2	Occ3	Occ4	Occ5
Cost	<input type="checkbox"/>				
knowledge of routes	<input type="checkbox"/>				
Time	<input type="checkbox"/>				
Other	<input type="checkbox"/>				

**Q13 What is the main thing that stops you from
cycling (more) ?**

	Occ1	Occ2	Occ3	Occ4	Occ5
bike ownership	<input type="checkbox"/>				
training	<input type="checkbox"/>				
time/energy	<input type="checkbox"/>				
bike storage (at home)	<input type="checkbox"/>				
bike storage (at destination)	<input type="checkbox"/>				
lack of info	<input type="checkbox"/>				
no cycle routes	<input type="checkbox"/>				
safety	<input type="checkbox"/>				
other	<input type="checkbox"/>				

Q14 Do you cycle for leisure?

	Occ1	Occ2	Occ3	Occ4	Occ5
a week	<input type="checkbox"/>				
At least once a month	<input type="checkbox"/>				
At least once a year	<input type="checkbox"/>				
Don't know how	<input type="checkbox"/>				

**Q15 Whether you cycle or not, how do you rate the
cycle parking provisions?**

	very good	good	averag e	poor	very poor
Security	<input type="checkbox"/>				
Quality	<input type="checkbox"/>				
Quantity	<input type="checkbox"/>				
Location	<input type="checkbox"/>				

**Q16 Would you like to receive more
information on any of the following?**

Information on cycling	<input type="checkbox"/>
Information on car clubs	<input type="checkbox"/>
Public transport information	<input type="checkbox"/>
Local walking information	<input type="checkbox"/>

How would you like to received information

Email	<input type="checkbox"/>
Telephone	<input type="checkbox"/>
Post	<input type="checkbox"/>
Face to Face	<input type="checkbox"/>
Notice board	<input type="checkbox"/>

49-50 Eagle Wharf Road - Travel Survey Questionnaire

As part of the Travel Plan at 49-50 Eagle Wharf Road, a travel survey is being undertaken so we can understand your travel patterns and we would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Please give your completed questionnaire to the Travel Plan Co-Ordinator. Thank you in advance for your help.

2. What time do you normally arrive at work?

07:00 – 10:00 (01) 10:00 – 16:00 (02) 16:00 – 19:00 (03) After 19:00 (04)

3. What time do you normally leave work?

07:00 – 10:00 (01) 10:00 – 16:00 (02) 16:00 – 19:00 (03) After 19:00 (04)

4. On average, how long does your journey take?

0 – 15min (01) 16 – 30min (02) 31 – 45min (03) 46 – 60min (04)
61 – 75min (05) 76 – 90min (06) Over 90min (07)

5. Approximately how far is your journey?

0 – 1 mile (01) 1 – 2 miles (02) 2 – 5 miles (03) >5 miles (04)

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) Car share - driver (02) Car passenger (03) Bus (04)
Train (05) Underground (06) Walk (07) Cycle (08)
Motorbike (09) Taxi (10) Other (11)

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

Drive alone (01) Car share -driver (02) Car passenger (03) Bus (04)
Train (05) Underground (06) Walk (07) Cycle (08)
Motorbike (09) Taxi (10) Other (11)

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

More frequent bus services (01) Better pedestrian / cycle routes (02)
A cleaner walking / cycling environment (03) A friend to walk / cycle with (04)
A safer walking / cycling environment (05) Cycle training (06)
Better information on alternatives (07) Nothing (08)

9. In what age category do you fall?

Under 25 (01) 26 – 40 (02) 41 – 60 (03) Over 60 (04)