

Former Holloway Prison

Travel Plan



HOLLOWAY PRISON

FRAMEWORK TRAVEL PLAN

PROJECT NO. 2490 / 1130 DOC NO. D003

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Velocity Transport Planning Ltd

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VELOCITY
Transport Planning

TABLE OF CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY	8
3	BASELINE CONDITIONS	16
4	TRAVEL PLAN STRATEGY	35
5	RESIDENTIAL TRAVEL PLAN	37
6	WORKPLACE TRAVEL PLAN	44
7	BREEAM ASSESSMENT	52

FIGURES

FIGURE 1-1: SITE LOCATION AND LOCAL CONTEXT	1
FIGURE 1-2: EXISTING SITE LAYOUT	2
FIGURE 1-3: PROPOSED MASTERPLAN	3
FIGURE 2-1: TRAVEL PLAN PYRAMID	10
FIGURE 3-1: EXISTING PEDESTRIAN CROSSING ON CAMDEN ROAD	17
FIGURE 3-2: EXISTING AND PROPOSED JUNCTION LAYOUT AND SIGNAL STAGES	18
FIGURE 3-3: CYCLE NETWORK IN THE VICINITY OF THE SITE	19
FIGURE 3-4: FUTURE CYCLEWAYS	20
FIGURE 3-5: CURRENT LOCAL PTAL MAP	21
FIGURE 3-6: PUBLIC TRANSPORT TRAVEL TIME CATCHMENTS	23
FIGURE 3-7: LOCAL CONTEXT	24
FIGURE 3-8: LOCAL FACILITIES	24
FIGURE 3-9: LOCAL ROAD NETWORK AND VEHICLE ACCESS	25
FIGURE 3-10: PROPOSED SITE ACCESSES	26
FIGURE 3-11: SITE MASTERPLAN	27
FIGURE 3-12: ACCESS STRATEGY	29
FIGURE 3-13: ACCESS STRATEGY FOR PEDESTRIANS AND CYCLISTS	29
FIGURE 3-14: VEHICLE ACCESS STRATEGY	30
FIGURE 3-15: LOADING AND SERVICING STRATEGY	33
FIGURE 3-16: TYPICAL BLUE BADGE PARKING BAY DESIGN	34
FIGURE 7-1: BREEAM AMENITIES	56



TABLES

TABLE 1-1: SCHEDULE OF ACCOMMODATION (RESIDENTIAL).....	4
TABLE 1-2: SCHEDULE OF ACCOMMODATION (CLASS E).....	5
TABLE 1-3: SCHEDULE OF ACCOMMODATION (WOMEN'S BUILDING).....	5
TABLE 2-1: TRAVEL PLAN THRESHOLDS.....	11
TABLE 2-2: PROPOSED DEVELOPMENT TRAVEL PLAN REQUIREMENTS.....	11
TABLE 2-3: DEVELOPMENT MANAGEMENT POLICIES COMPLIANCE.....	13
TABLE 2-4: EMERGING ISLINGTON LOCAL PLAN COMPLIANCE.....	14
TABLE 3-1: SUMMARY OF PTAL.....	21
TABLE 3-2: BUS SERVICE ROUTES AND FREQUENCIES.....	22
TABLE 3-3: CALEDONIAN ROAD UNDERGROUND SERVICES.....	22
TABLE 3-4: DEVELOPMENT QUANTUM.....	28
TABLE 3-5: CYCLE PARKING PROVISION (RESIDENTIAL).....	31
TABLE 3-6: CYCLE PARKING PROVISION (NON-RESIDENTIAL).....	32
TABLE 5-1: RESIDENTIAL TRAVEL DEMAND.....	37
TABLE 5-2: INDICATIVE MODE SHARE TARGET – CYCLE.....	39
TABLE 5-3: ACTION PLAN.....	42
TABLE 6-1: FORECAST WORKPLACE TRAVEL DEMAND CLASS E.....	44
TABLE 6-2: FORECAST TRAVEL DEMAND WOMEN'S BUILDING.....	45
TABLE 6-3: FORECAST TRAVEL DEMAND CONCIERGE.....	45
TABLE 6-4: INDICATIVE MODE SHARE TARGET – CYCLE.....	47
TABLE 6-5: WORKPLACE ACTION PLAN.....	51
TABLE 7-1: SUMMARY OF AI.....	53
TABLE 7-2: CREDITS AVAILABLE FOR AI ≥ 25 & < 40	53
TABLE 7-3: SUSTAINABLE PUBLIC, PRIVATE AND ACTIVE TRANSPORT MEASURES.....	53



1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning has been commissioned by Peabody Construction Limited (Peabody) to prepare a Framework Travel Plan (FTP) in support of development proposals at the site of the former Holloway Prison, Parkhurst Road, London, N7 0NU (the site).

1.1.2 Figure 1-1 shows the location of the site. It is bound by Camden Road and Parkhurst Road to the south-east and residential areas to the north, east, and south. The site is located within the London Borough of Islington (LBI). Camden Road and Parkhurst Road both form part of the Transport for London Road Network (TLRN) and are red routes.

Figure 1-1: Site location and local context

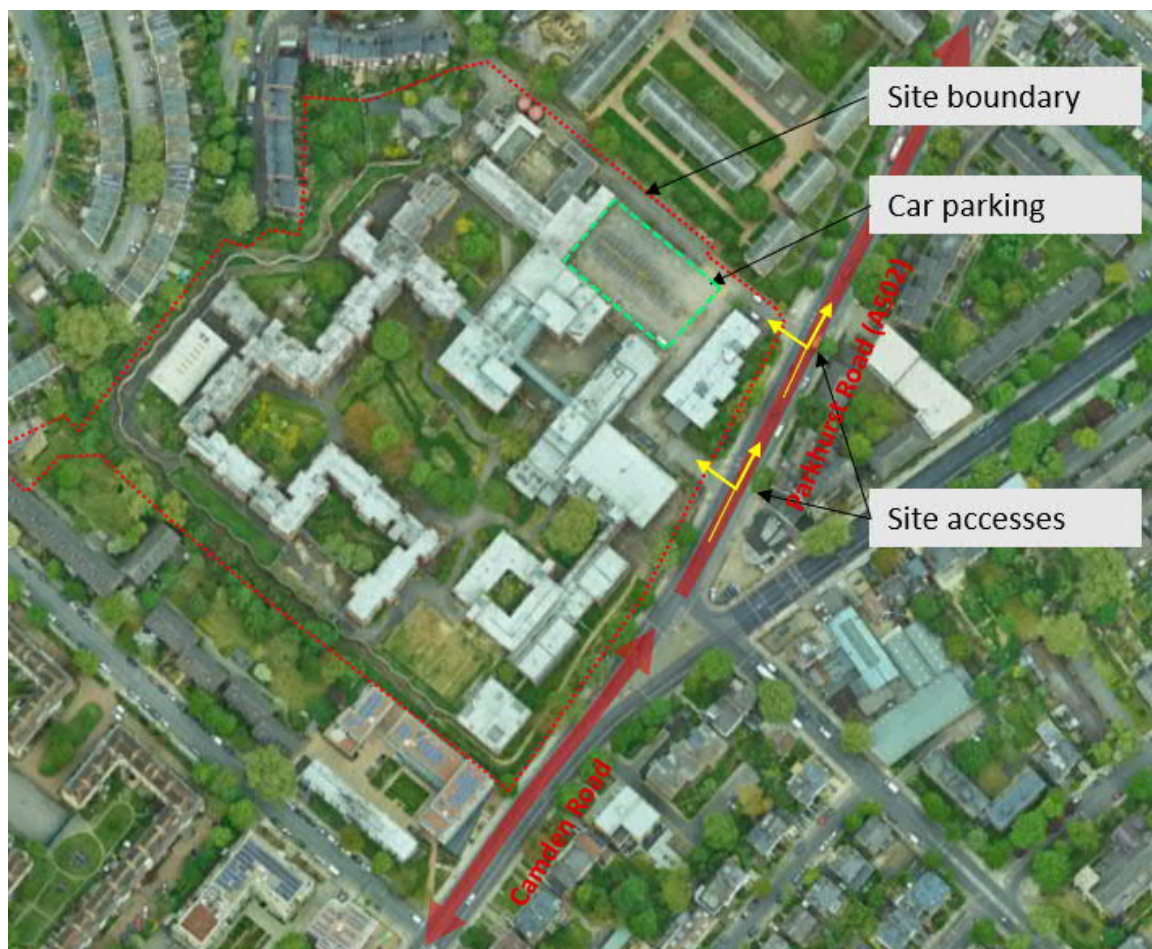


1.2 EXISTING SITE USE

1.2.1 The site is currently occupied by the disused Former Holloway Prison and there are approximately 84 car parking spaces. There are two existing vehicle access points from Parkhurst Road (A503) / Camden Road.

1.2.2 Figure 1-2 shows the location of the site.

Figure 1-2: Existing site layout



1.3 WHAT IS BEING BUILT?

1.3.1 The application is for full planning permission for:

'Phased comprehensive redevelopment including demolition of existing structures; site preparation and enabling works; and the construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height; highways/access works; landscaping; pedestrian and cycle connections, publicly accessible park; car (blue badge) and cycle parking; and other associated works.'

1.3.2 The proposed development of the site will provide a new residential-led masterplan comprising:

- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm residents' facility (Land Use Class C3);
- ⊙ 1,822 sqm GIA of flexible commercial floorspace (Land Use Class E);
- ⊙ 1,489 sqm GIA Women's Building (Land Use Class F.2); and
- ⊙ A new Public Garden and play space.

- 1.3.3 A transport strategy has been developed for the scheme that maximises the potential for sustainable travel and minimises impacts on the local transport network. Use of private vehicles has been designed-out as far as possible. Opportunities for healthy and sustainable forms of travel, including the use of cargo bikes for servicing, has been considered. Cargo bikes will be able to stop in the vicinity of concierge within a loading bay or outside the entrance to the facility.
- 1.3.4 The development will provide new public realm within the site. Appropriate Blue Badge car parking, cycle parking, and servicing facilities will be provided in line with the London Plan and the London Borough of Islington adopted and draft local planning polices which are discussed later within this document.
- 1.3.5 The masterplan for the proposed development is shown by Figure 1-3.

Figure 1-3: Proposed masterplan



RESIDENTIAL UNITS

- 1.3.6 The proposed development will provide 985 residential units including 60 extra care homes. The development will provide 60% affordable housing. The residential units are proposed to be located within all five plots (Plots A, B, C, D and E). The extra care homes are provided within Plot E.

1.3.7 Plot D will include a 1,334 sqm residents' facility that will be accessible to all the residential units.

1.3.8 The proposed schedule of residential accommodation is summarised in Table 1-1.

Table 1-1: Schedule of accommodation (residential)

PLOT	TENUERE	1B1P	1B2P	2B4P	2B3P	3B4P	3B5P	4B5P	4B6P	4B7P	TOTAL
Plot A	Private sale	-	17	49	1	-	-	-	-	-	67
	Shared ownership	-	20	30	2	-	-	-	-	-	52
	Social Rent	-	13	68	-	-	26	-	6	3	116
	Total	-	50	147	3	-	26	-	6	3	235
Plot B	Private sale	-	52	58	16	-	3	-	-	-	129
	Shared ownership	-	71	34	3	-	-	-	-	-	108
	Social Rent	-	-	53	13	1	14	-	3	-	84
	Total	-	123	145	32	1	17	-	3	-	321
Plot C	Private sale	-	-	-	-	-	-	-	-	-	-
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	33	75	-	9	37	1	-	-	155
	Total	-	33	75	-	9	37	1	-	-	155
Plot D	Private sale	-	12	122	7	-	24	-	-	-	165
	Shared ownership	-	5	12	1	-	-	-	-	-	18
	Social Rent	-	-	-	-	-	-	-	-	-	-
	Total	-	17	134	8	-	24	-	-	-	183
Plot E	Private sale	-	6	24	1	-	-	-	-	-	31
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	60	-	-	-	-	-	-	-	60
	Total	-	66	24	1	-	-	-	-	-	91
Total	Private sale	-	87	253	25	-	27	-	-	-	392
	Shared ownership	-	96	76	6	-	-	-	-	-	178
	Social Rent	-	106	196	13	10	77	1	9	3	415
	Total	-	289	525	44	10	104	1	9	3	985

1.3.9 Extra Care Homes will be provided within Plot E and will provide 60 units as summarised in Table 1-1. Residents will have access to a private garden and for a 24/7 hour service. The employment generation for this facility has been calculated as 10 full time equivalent (FTE) permanent jobs.

COMMERCIAL UNITS

- 1.3.10 The proposed development will provide 1,822 sqm GIA of flexible commercial space (i.e. Class E). This will include a unique range of units that can accommodate a supermarket, small-scale retail units, small offices, or café, bar, or restaurant uses.
- 1.3.11 The commercial units will be located within Plots B and C on the ground floor and will form active frontage of the development fronting Parkhurst Road and Camden Road.
- 1.3.12 The employment generation for the commercial units has been calculated as between 9 and 228 full time equivalent (FTE) permanent jobs, subject to the end users/occupiers of the units. This calculation is provided as a minimum and maximum range to acknowledge that that units could come forward with a range of different occupiers given the Class E use.
- 1.3.13 The proposed schedule of class E land use is summarised in Table 1-2.

Table 1-2: Schedule of accommodation (Class E)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot B	1,152	1,667	1,819
Plot C	142	155	168
Total	1,294	1,822	1,987

WOMEN'S BUILDING

- 1.3.14 A Women's Building will be provided as part of the development and will be located within Plot C at the Lower Ground Floor and Upper Ground Floor. The Women's Building will provide 1,489 sqm GIA of floor area and will have a public presence on Camden Road and a secondary entrance at the rear of the site.
- 1.3.15 The need for a Women's Building in this location has been identified within the Holloway Prison Site Supplementary Planning Document, published by LBI in 2018.
- 1.3.16 The Women's Building will be able to accommodate c. 200 people at any one time. The Building is expected to generate between 17 to 21 full time equivalent (FTE) permanent jobs.
- 1.3.17 The proposed schedule of Women's Building is summarised in Table 1-3.

Table 1-3: Schedule of accommodation (Women's Building)

Plot	sqm NIA	sqm GIA	sqm GEA
Plot C	1,409	1,489	1,610
Total	1,409	1,489	1,610

1.4 WHY IS IT BEING BUILT?

- 1.4.1 The proposed development is located on the site of the former Holloway Prison, which was identified as an appropriate site for a residential-led development. The London Borough of Islington (LBI) consulted on a Supplementary Planning Document (SPD), which it adopted in January 2018. This sets out a detailed policy framework for the site, making clear that the priority for the area is housing, especially affordable housing.

- 1.4.2 The former Holloway Prison site is subject to an emerging allocation in the emerging Local Plan for residential-led development, with other uses including a Women's Building and open space.
- 1.4.3 The prison closed in 2016.
- 1.4.4 Based on the 'GLA Housing-led Projection Results' report published in March 2020, there is a need for more housing within LBI. The population is expected to rise by 7% between 2018 and 2041, while the number of dwellings is forecast to increase by over 15,670 over the 23-year period to 2041. This is an increase of 15% over current stock and equates to 680 additional dwellings per year.
- 1.4.5 It is expected that the proposed development will be delivered over five years (circa 200 dwellings per year), which will contribute circa 30% of the Borough's annual housing delivery projection.
- 1.4.6 Finally, the development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, opening up new connection (i.e. Treacastle Way) for the benefit of existing neighbours.

1.5 WHEN IS IT BEING BUILT?

- 1.5.1 The anticipated programme for demolition and construction is set out in the Construction Environmental Management Plan. In accordance with the current programme, the demolition works are anticipated to commence in July 2022 and construction works will follow with anticipated completion in October 2027. The construction works are anticipated to take 5.5 years.

1.6 OVERVIEW

- 1.6.1 Travel Plans (TP) assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a TP as "a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."
- 1.6.2 A TP should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the TP.
- 1.6.3 This TP sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the TP and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.6.4 The implementation of pre-occupation measures included within the TP will be the responsibility of the developer and/or the specific end occupiers.
- 1.6.5 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation to implement the TP. The TPC will be responsible for co-ordinating the operation and management of each TP, with tenant representatives being responsible for their individualised occupier TP on a day-to-day basis. The TPC will report periodically to the LBI Travel Plan officers.



1.6.6 It is anticipated that a planning condition will be imposed requiring the implementation of an approved Framework Travel Plan (which will be substantially based upon this document) prior to occupation of the proposed development. The TP and TPC will initially be funded by the developer.

1.6.7 This TP has been produced in accordance with current Department for Transport (DfT) and TfL TP guidance.

1.7 DOCUMENT STRUCTURE

1.7.1 The remainder of this FTP is structured as follows:

- ⦿ Section 2 - reviews relevant transport planning policy;
- ⦿ Section 3 – provides details of the baseline conditions and site accessibility;
- ⦿ Section 4 – summarises the TP strategy;
- ⦿ Section 5 – provides a description of the Residential Travel Plan;
- ⦿ Section 6 – provides a description of the Workplace Travel Plan.



2 PLANNING POLICY

2.1.1 The national and local transport policies relevant to this development are well documented and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the proposed development are addressed.

2.1.2 This relevant transport policy to this application include the following:

- ⦿ National Planning Policy Framework (NPPF);
- ⦿ Regional Policy namely the London Plan (March 2021) and Mayor's Transport Strategy;
- ⦿ LBI adopted policies: LBI Core Strategy (February 2011) and LBI Development Management Policies Development Planning Document ('DPD') (June 2013); and
- ⦿ LBI Draft policies: Draft Islington Local Plan Strategic and Development Management Policies (September 2019) with Modifications for Consultation (March 2021) ('Draft Local Plan 2019, as modified 2021') and Draft Islington Local Plan Site Allocations (September 2019) with Modifications for Consultation (March 2021) ('Draft Site Allocations 2019, as modified 2021')

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The National Planning Policy Framework (NPPF) was revised in 2021, sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport advising that 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. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 Paragraph 111 of the NPPF states that "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" and in this context that planning applications should:

- a) 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;



- c) 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;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.5 Paragraph 113 of the NPPF requires “all developments that will generate significant amounts of movement to provide a Travel Plan and be supported by a transport assessment so that the likely impacts of the proposal can be assessed.”

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed ‘good practice’ guidance in 2009 to assist all stakeholders to secure an effective policy framework; determine when a Travel Plan is required; and outline how it should be prepared, within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.

2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.

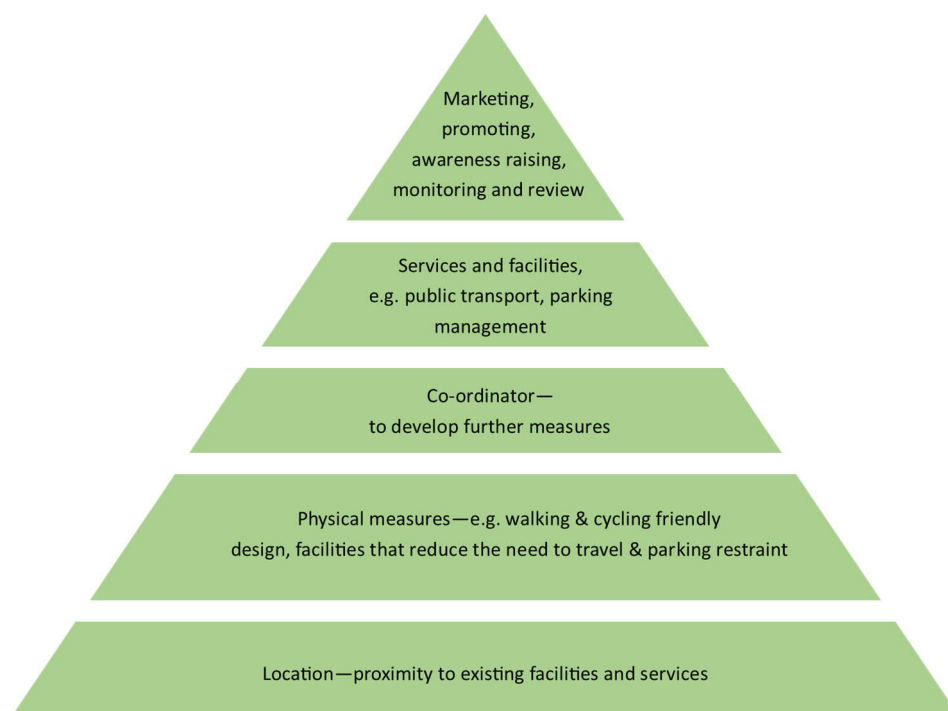
2.3.3 Travel Plans are important for major new developments in order to:

- ⊙ Support increased choice of travel modes;
- ⊙ Promote and achieve access by sustainable modes;
- ⊙ Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- ⊙ Promote a partnership between the authority and the developer in creating and shaping ‘place’.

2.3.4 The document also recognises that it can be helpful to view a Travel Plan for new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in Figure 2-1.



Figure 2-1: Travel Plan Pyramid



2.3.5 The Travel Plan Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

2.4 THE LONDON PLAN (2021)

2.4.1 London Plan (March 2021) was formally adopted on the 2nd March 2021 and is called the “The London Plan (March 2021)”.

2.4.2 Travel Plans for major developments should provide details of proposed measures to improve non-car-based access, reduce parking and mitigate adverse transport impacts. Policy T4 states that:

“Travel Plans ... will be required having regard to Transport for London guidance”.

2.4.3 Policy T5 sets out that development should help remove barriers to cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one shower per ten long-stay spaces is recommended).

2.4.4 The London Plan (March 2021) provides maximum car parking and minimum cycle parking standards.

2.5 TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

2.5.1 In November 2013, TfL published guidance on the requirements for travel plans for new developments in London.

2.5.2 The type of Travel Plan required should be considered in context of a range of circumstances. Thresholds set out in Table 2-1 identify the type of Travel Plan that is required. In cases where individual occupiers do not meet the thresholds, a Travel Plan is not required. Where this is the case, it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site wide Travel Plan measures.

Table 2-1: Travel Plan Thresholds

Land Use	Travel Plan Statement	Full Travel Plan
B1 (Business)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
A3/A4/A5 (food/drink)	More than 20 staff but less than 750sqm	Equal or more than 750sqm
C3 Residential	Between 50 and 80 units	Equal or more than 80 units
D1 (Assembly and Leisure)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm

2.5.3 Based on the above TfL Travel Plan threshold table the type of Travel Plan required for each of the uses is detailed within Table 2-2. The Use Classes Order was subsequently amended following the adoption of TfL's Travel Plan. Therefore the proposed uses have been considered in relation to the most similar use set out in TfL's Travel Plan.

Table 2-2: proposed development Travel Plan Requirements

Land Use	Proposed	Travel Plan Type
Commercial (Use Class E) This is most akin to the previous use classes of B1 (Business) and A3/A4/A5 (food/drink)	1,987 sqm GEA	Travel Plan Statement
Residential units and ancillary facilities (Use Class C3)	985 units and residents' facility of 1,334 sqm GIA	Full Travel Plan
Women's Building (Use Class F.2). this is most akin to the previous use class of D1 (non-residential institution)	1,610 sqm GEA	Full Travel Plan

2.5.4 TfL's guidance sets out that:

"Mixed use developments comprising of one or more elements that exceed the thresholds, or outline planning permission for which specific elements are not yet established, will require a framework Travel Plan."

2.5.5 On this basis, this FTP has been prepared and include:

- ⊙ A commitment to individual Travel Plan development by occupiers of the site, where they relate to elements of the scheme that exceed the thresholds;
- ⊙ Once occupiers are confirmed, they will need to submit a full Travel Plan, as appropriate for their occupation. This requirement should be included within the terms of the lease, or before ownership is transferred if the site is sold;
- ⊙ Baseline travel patterns delivered;
- ⊙ Measures to be delivered site-wide, and responsibility for the delivery and funding of these;
- ⊙ Future actions for Travel Plan development and refinement, and

- ⊙ Preliminary targets based on associated transport assessment predictions with appropriate timescales.

2.6 MAYOR'S TRANSPORT STRATEGY (MARCH 2018)

2.6.1 The Mayor's Transport Strategy (MTS) sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.6.2 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.6.3 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient, and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- a) Create high-density, mixed-use places, and
- b) Unlock growth potential in underdeveloped parts of the city

2.7 LOCAL POLICY

ISLINGTON'S CORE STRATEGY (2011)

2.7.1 Islington's Core Strategy sets out new planning policies for the borough: when complete, these will support the council in its place-shaping role.

2.7.2 Strategic Objective 17 and 19 relate to transport and seeks to encourage sustainable travel over car use and states that significant transport improvements should lead regeneration projects.

2.7.3 Policy CS 10 – Sustainable design states that the Council will seek to minimise Islington's contribution to climate and ensure that the borough develops in a way which respects environmental limits and improves quality of life. It does so by encouraging sustainable transport choices through new development by maximising opportunities for walking, cycling, and public transport use, and requiring that all new developments are car-free.

2.7.4 The proposed development will contribute towards the strategic vision of Islington's Core Strategy by implementing a car-free development that promotes walking and cycling.



DEVELOPMENT MANAGEMENT POLICIES (2013)

- 2.7.5 The Development Management Policies (DMP) document was adopted in June 2013 and form part of the council's Local Plan and Islington's Development Plan (alongside the London Plan (March 2021)).
- 2.7.6 Chapter 8 deals with transport related issues and provides a detailed policy framework to implement the overarching aims of the Core Strategy which is set out within Table 2-3.

Table 2-3: Development Management Policies Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	Managing Transport Impacts	
DM8.2	Development proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice.	The development proposals meets the transport needs of the development.
	Development proposals are required to include the submission of either a Transport Assessment and a Travel Plan, or a Transport Statement and Local level Travel Plan.	As part of this application, a Travel Plan is being submitted
	Vehicle parking (C3 - Residential)	
DM8.5	Applications for vehicle parking within the curtilage of existing residential properties will be refused. No provision for vehicle parking or waiting will be allowed for new homes, except for essential drop-off and wheelchair-accessible parking. In line with the Core Strategy, all additional homes will be car-free. Unless exceptional circumstances can be demonstrated, no parking permits will be issued to occupiers of these new homes.	The development is proposed to be car-free with the exception of Blue Badge holders' spaces which will be provided.
	Vehicle parking (Non - Residential)	
	Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service.	There is no vehicle parking proposed for the non-residential scheme of the proposed development.

EMERGING ISLINGTON LOCAL PLAN

- 2.7.13 The Council submitted the Draft Islington Local Plan to the Secretary of State for Examination in Public on 12 February 2020. The Examination in Public took place in September to October 2021. Once the Islington Local Plan has been adopted, it will be the Local Plan for Islington and will replace the existing Local Plan.

Table 2-4: Emerging Islington Local Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T2 Sustainable Transport Choices	A. Development proposals must demonstrate that negative impacts on the safe and efficient operation of sustainable transport infrastructure [...] are mitigated/prevented.	A. The TA will be submitted with the planning application and will include an assessment of impacts as agreed with LBI and TfL.
	B. All pedestrian and cycling infrastructure and facilities are required to be designed in accordance with relevant guidance and/or best practice standards.	B. All pedestrian and cycling infrastructure and facilities proposed as part of the development were designed in accordance with relevant guidance and/or best practice standards.
	C. The use of "shared space" [...] is considered to be unsafe and inappropriate and will not be supported in new developments and/or public realm improvements.	C. No 'shared space' is proposed as part of the development.
	D. Walking - All new developments in the borough must be designed to incentivise walking [...]	D. The development comprises a high-quality public realm that creates permeable environments and includes five access points to the site.
	E. Cycling - All new developments in the borough must be designed to incentivise cycling [...]	E. The development comprises new cycle routes through the site, new access points to the site and cycle parking provision that accords with the London Plan (2021).
	F. Public Transport - The council will work in partnership [...] relevant agencies stakeholders in order to [...] to give buses priority, [...] improve pedestrian/public transport user and cycling experience, [...] meet the travel needs; and ensure that bus stops and bus stopping areas are well located and designed, accessible and comfortable for all.	F. No other than CIL contributions are expected to be required. This is subject to further discussion with TfL.
	G. Minimising the impact of non-sustainable transport modes [...]	G. N/A. The proposed development is car-free, and the proposed car parking provision is for Blue Badge Holders only.
T3 Car Free Development	A. All new development will be car free.	A. The proposed development is car-free with 3% provision of Blue Badge spaces. This provision of parking should be considered suitable for the location of the development and would further encourage the non-car travel trends amongst residents.
	B. Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service [...] Normal staff parking will not be considered essential and will not be permitted.	B. No car parking is proposed for the non-residential part of the development.
	C. Wheelchair accessible car parking The council will expect the maximum provision of disabled parking bays provided in accordance with best practice standards, as set out in the council's Planning Obligations SPD and Inclusive Design SPD, and BS8300:2009. The	C. The London Plan (2021) requires an accessible parking space for 3% of dwellings (30 parking spaces). It is recognised that an additional 7% Blue Badge parking should be provided.



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	<p>council will require accessible parking bays to be located on-street where practical; such spaces should be identified and the cost of provision secured by a Section 106 legal agreement to enable the council to install the accessible parking spaces.</p> <p>D. Car Clubs - The council will support the provision of car clubs, including the provision of wheelchair accessible car club parking bays and/or contributions towards the provision of car clubs in the vicinity of the development, where appropriate. [...]</p> <p>E. Electric vehicles - Electric vehicles are not exempt from the car-free policy. However, the council will require the provision of on-street charging points for vehicles where any parking is provided.</p>	<p>To understand the current demand for Blue Badges spaces within the borough, an analysis of valid Blue Badges permits was assessed against the population and showed that 3.2% of the population have the permits within LBI. However, this does not take account of the likely demographic of the proposed development.</p> <p>TCoL analysis suggests that the population in the local area and prospective new residents present a trend towards a car-free lifestyle and therefore, the site is in a highly accessible location with step-free access to the London Underground Network from Caledonian Road Station.</p> <p>As such the proposed Blue Badge parking provision of 3% is considered adequate for the proposed development and the location and is expected to address the predicted demand.</p> <p>D. No car club provision will be provided as part of the development. This approach was discussed and agreed with TfL.</p> <p>E. All car parking spaces provided within the development will have (active or passive) access to EVCPs.</p>

2.8 POLICY SUMMARY

- 2.8.1 As this proposal is referable to the Mayor, the document has been prepared to satisfy both local policy and the London Plan (March 2021).
- 2.8.2 As the proposed development exceeds thresholds for multiple land use classes and the specific final occupiers are not yet known, this Framework Travel Plan has been prepared in support the planning application to encourage sustainable travel.

3 BASELINE CONDITIONS

3.1 INTRODUCTION

3.1.1 Planning guidance highlights the importance of integrating land use, transport and planning decisions. To achieve good integration and maximise growth, high-density development should be encouraged in areas with excellent levels of accessibility to public transport.

3.1.2 This section outlines the existing and future transport environment in relation to the site and its immediate surroundings.

3.1 WALKING

3.1.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6 km). An infrastructure that supports travel on foot is important to promote sustainable and active travel as a viable alternative to short car trips.

BEFORE

3.1.2 The local street network has an established network of footways typical of an urban environment that provide access to the site, nearby facilities and amenities, local bus stops and Caledonian Road Station.

3.1.3 Pedestrian access to the site is provided from the western footway on Parkhurst Road (A502), which connects to a wider footway network within LBI including Holloway Road, Caledonian Road Station and local public transport stops.

3.1.4 The road network in the vicinity of the site has a comprehensive provision of pedestrian crossings including signal-controlled crossings on roads where traffic flows are high; and dropped kerb and refuge island crossings on minor roads.

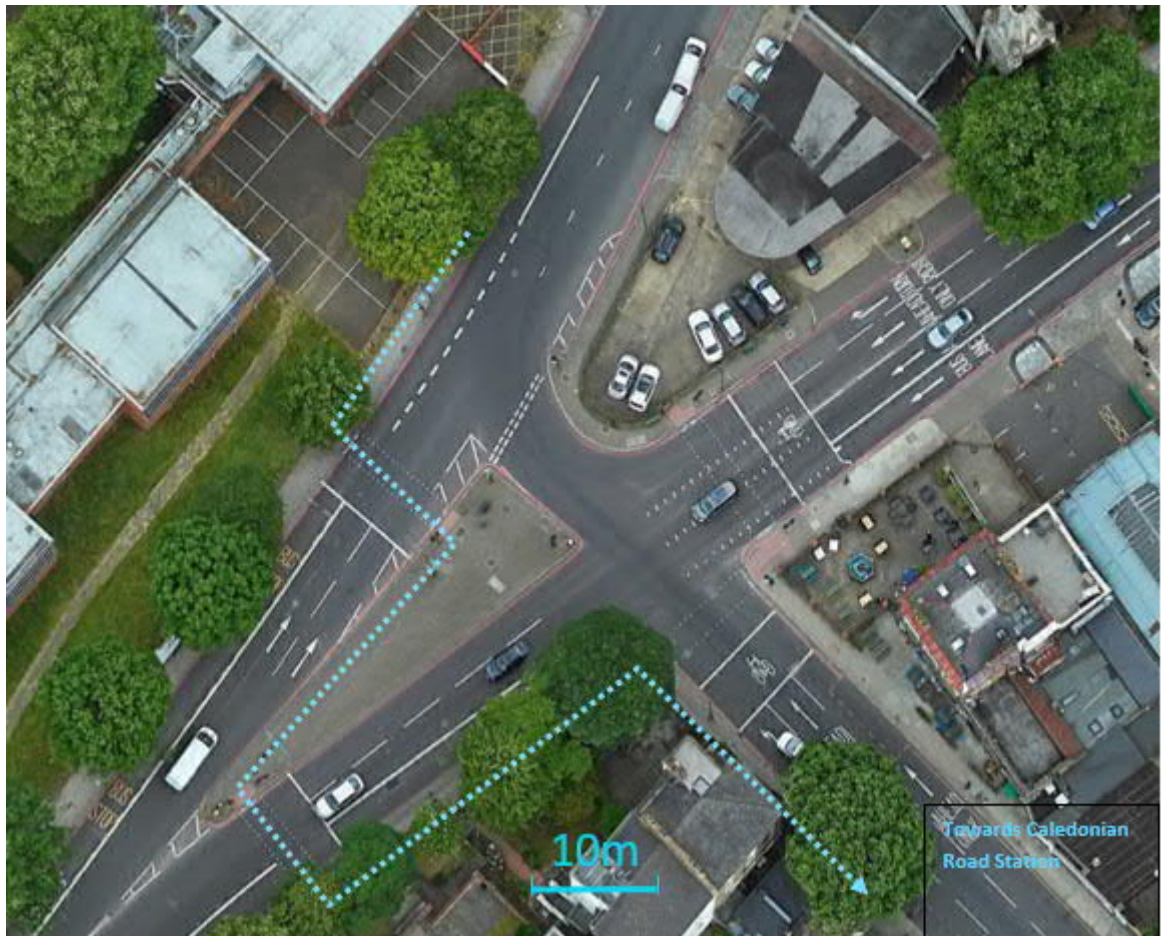
3.1.5 A staggered signalised pedestrian crossing, shown in Figure 3-1, is located at the junction of Parkhurst Road, Camden Road and Hillmarton Road, opposite the development site, and provides a safe crossing point. However, the staggered distance at the crossing extends the pedestrian desire line by 75m for pedestrian heading towards Hillmarton Road and Caledonian Road Station.

3.1.6 Two further Pelican crossings are located across Parkhurst Road towards the junction with Holloway Road. One of these two crossings is equipped with the Pedestrian Countdown at Traffic Signals (PCaTS) system, which removes the 'blackout' phase of a typical pedestrian crossing phase. Provision of this facility reduces pedestrian uncertainty, allows pedestrians to make more informed crossing choices and improves the perception of safety.

3.1.7 The junction of Parkhurst Road with Holloway Road has signal-controlled crossings on all arms of the junction providing pedestrians with safe crossing options at the location where traffic flows are heavy.



Figure 3-1: Existing pedestrian crossing on Camden Road

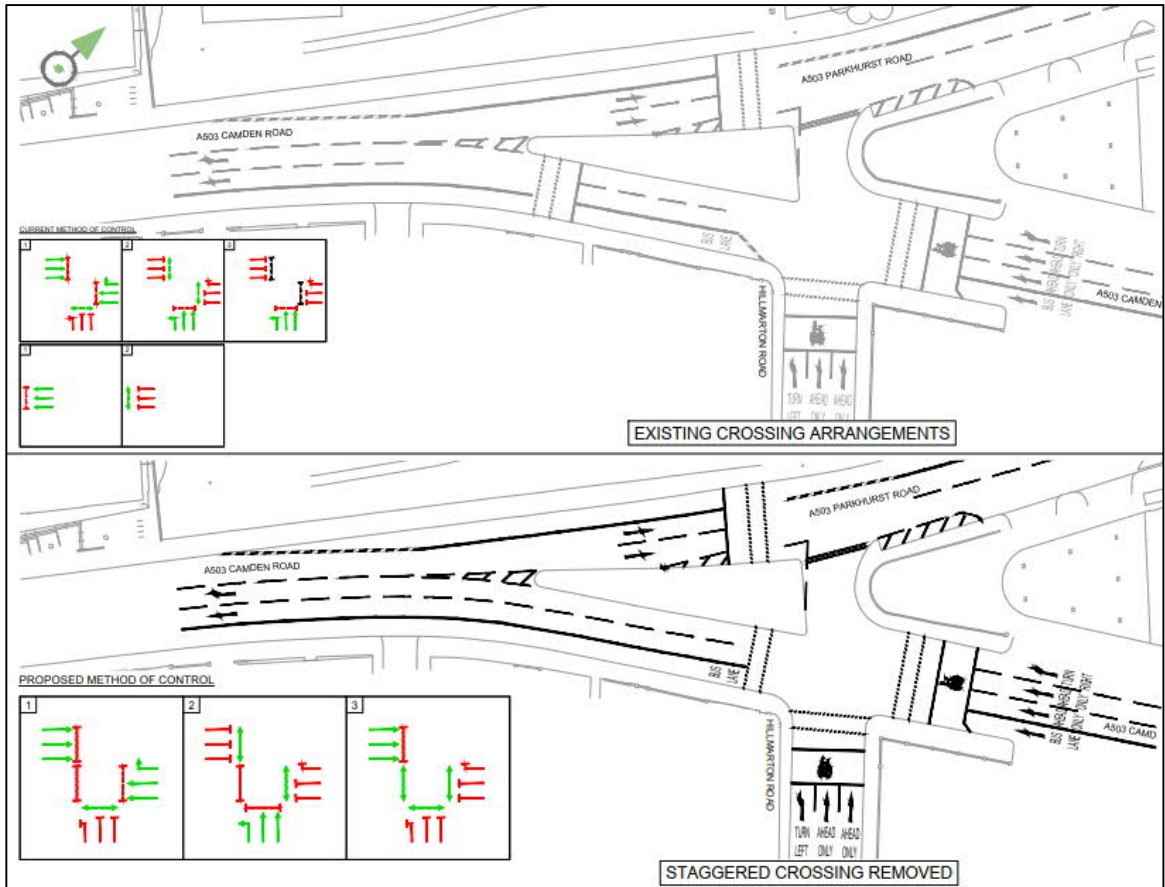


AFTER

- 3.1.8 It is expected that the staggered signalised crossing on Parkhurst Road, located opposite the development site, will be used by a large proportion of future residents of the proposed development. It is a particularly important part of the walking route to Caledonian Road Station. As the crossing has a significant stagger, a proportion of road users may choose to cross the road away from the crossing.
- 3.1.9 As such, an option to provide improvements to the pedestrian environment at this location has been considered and the proposal that includes a relocation of the pedestrian crossing on Camden Road across the southbound traffic has been explored is put forward as part of the proposal.
- 3.1.10 The existing crossing layout along with the proposal layout, which removes the stagger, are shown in Figure 3-2.
- 3.1.11 The main junction currently operates with two signal stages (stages 2 and 3 are alternatives based on demand for the crossing, so only one of those stages will appear in each cycle), and the crossing on the westbound exit on Camden Road operates as a separate pedestrian stream to the main junction.
- 3.1.12 As the crossing is on the TLRN, discussions with TfL on this matter took place and the proposed Method of Control (MoC) was agreed through the LinSig Model Audit Process (LMAP) with TfL.

3.1.13 The new highway layout envisaged in this scenario includes the relocation of the pedestrian crossing (westbound on Camden Road) closer to the junction. It is proposed that the pedestrian phase will be incorporated within the main junction controller rather than operating as a stream in the existing scenario. Although the highway layout suggests the pedestrian crossing across Camden Road is straight across, it is presumed that the width of the central island (9m) allows running the straight across crossing over 2 stages as shown in the proposed MoC in Figure 3-2.

Figure 3-2: Existing and proposed junction layout and signal stages



3.1.14 This new arrangement results in a longer cycle time, increased total inter-green time and consequently in greater delays to traffic and buses; nonetheless, it will create an arrangement that is more conducive to pedestrians, reduce the risk of pedestrians crossing Camden Road away from the crossing and consequently improve safety. As such, the improvement to remove the staggered at the junction is proposed as part of the proposal.

3.2 CYCLING

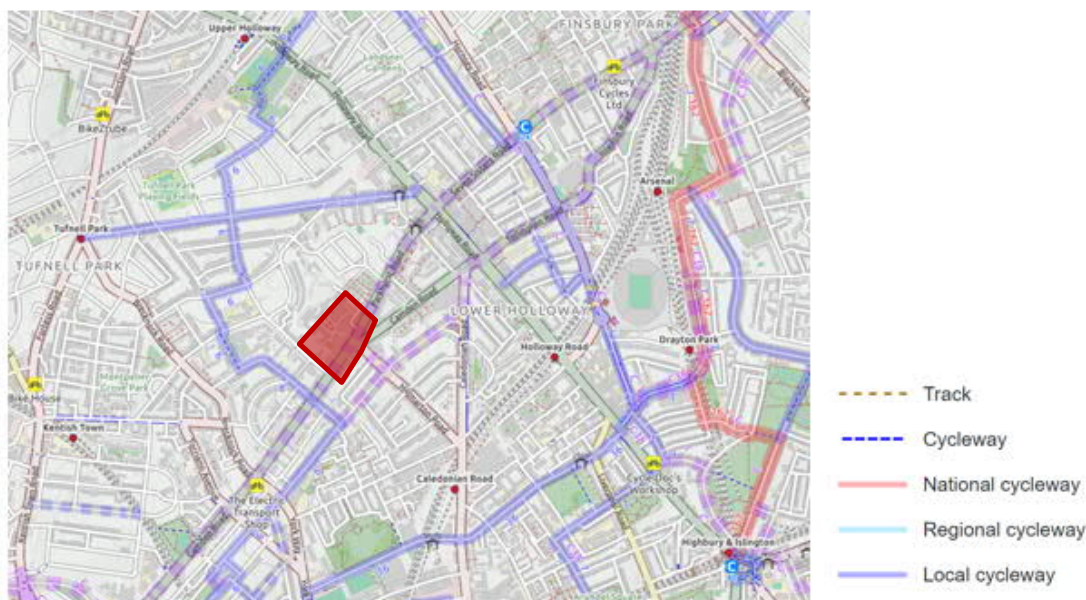
BEFORE

3.2.1 The local street network has an established network of footways typical of an urban environment that provide access to the site, nearby facilities and amenities, local bus stops and Caledonian Road Station.



- 3.2.2 The closest Cycle Superhighway (CS) is CS6 which runs north-south between Kings Cross (Camden Town) and Elephant and Castle and provides a direct and convenient connection to Central London. The cycle time to Royal College Street is circa 5 minutes.
- 3.2.3 The closest National Cycle Network is CN162 that runs between Finsbury Park Station and Highbury and Islington Station.
- 3.2.4 Caledonian Road, located 400m to the north-east of the site, has an on-road advisory cycle lane in the northbound direction.
- 3.2.5 Camden Road is not designated as a cycle route, but most of the signal crossings along its length have Advanced Stop Lines provided, which allows cyclists to filter through traffic to the front of the queue at the red phase at signalised junctions. In addition to the above, there is a network of local cycleways and Quietway's in the close vicinity of the site as presented in Figure 3-3.

Figure 3-3: Cycle network in the vicinity of the site

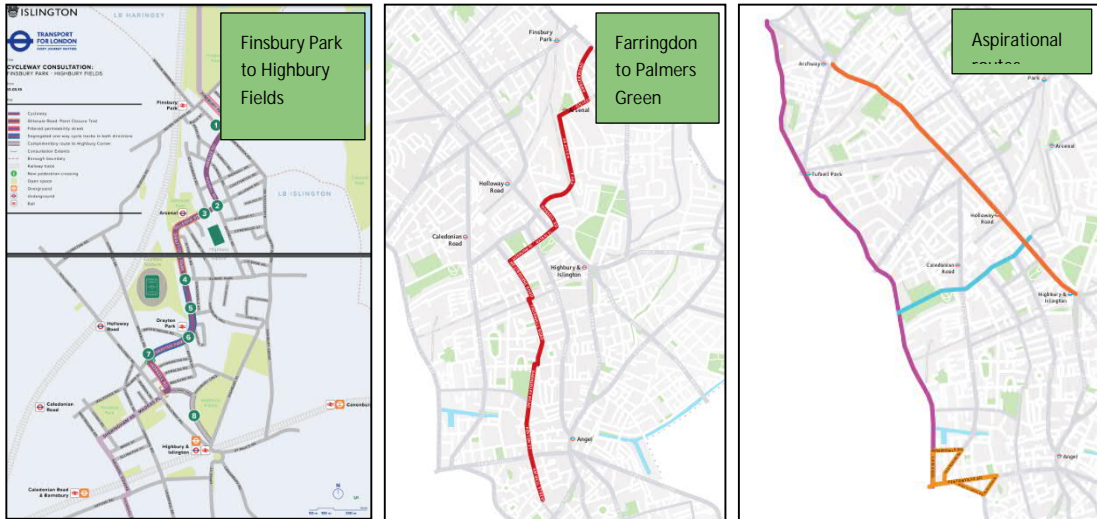


AFTER

- 3.2.6 Following the development of the site, existing cycle routes will continue to be available to cyclists. Both future residents and the existing cyclists in the area will benefit from the improved public realm within the development site as well as improved connectivity through the site.
- 3.2.7 In addition to the above, a new Finsbury Park to Highbury Fields cycleway (i.e. cycleway 38) has been approved, constructed and open to public use in May 2021.
- 3.2.8 A Farringdon to Palmers Green cycleway went through a feasibility stage and is currently being designed. LBI has also identified three new aspirational routes: Kings Cross to Highgate, York Way to Drayton Park, Holloway Road and Kings Cross Gyratory.
- 3.2.9 A Camden and Tottenham Hale cycleway is a 12km route connecting Tottenham Hale, Seven Sisters and the Nag's head.

3.2.10 Although these future cycleways (see Figure 3-4) are slightly away from the development site, these will be available (subject to approvals) for future residents intended to cycle in a wider area within the borough.

Figure 3-4: Future cycleways



3.3 ACCESS TO PUBLIC TRANSPORT

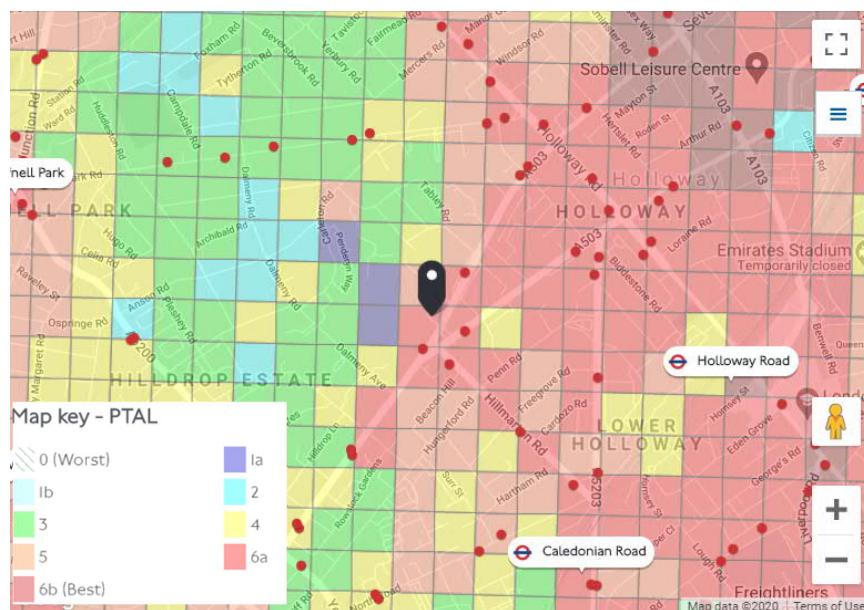
BEFORE

PUBLIC TRANSPORT ACCESS LEVEL

- 3.3.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the time to access a service and the frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of existing public transport services. An Access Index score is calculated that is used to define a PTAL score.
- 3.3.2 TfL’s online WebCAT tool shows the site PTAL ranges between 4 and 6a (good to excellent) and the northern part of the site has PTAL 1a. The WebCAT PTAL output is presented in Figure 3-5.



Figure 3-5: Current local PTAL map



3.3.3 The centre of the site has a PTAL of 6a and a summary of public transport services is summarised in Table 3-1.

Table 3-1: Summary of PTAL

SERVICE	ACCESS INDEX	SERVICES	KEY STOPS / STATIONS (WALK TIME)
Bus	18.1	393, 259, 254, 91, 17, 253	Camden Road (2 minutes)
Underground	7.84	Piccadilly Line	Caledonian Road Station (10 minutes)
Total	25.94		

BUS NETWORK

3.3.4 The site is located in close proximity to a number of bus services, with bus stops at Camden Road providing access to a number of routes. WebCAT indicates that six peak hour bus services can be accessed from the site within a 2-minute walk.

3.3.5 Table 3-2 provides details of these routes including destinations accessible and peak hour frequencies.



Table 3-2: Bus service routes and frequencies

SERVICE NO.	BUS STOP	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
29	Hillmarton Road Camden Road	Lordship Lane – Trafalgar Square	15	15
91	Parkhurst Road Nags Head	Tottenham Lane YMCA – Whitehall / Trafalgar Square	8	8
253	Hillmarton Road Camden Road	Hackney Central – Euston Bus Station	12	12
254	Chambers Road	Aldgate bus Station – Caledonian Road	12	12
259	H M Prison Pentonville	Edmonton Green Bus Station– King's Cross Strn/ Pentonville Road	8	8
393	Chambers Road	Upper Clapton Road / Brooke Road – Chalk Farm Morrisons	5	5
Total			60	60

LONDON UNDERGROUND

3.3.6 Caledonian Road Station is located a 10-minute walk to the east of the site. It is served by the Piccadilly Line and provides direct services to Central London. The station is in travel Zone 2 and has step-free access.

3.3.7 The service provision is summarised in Table 3-3. Caledonian Road Station provides access to 30 Piccadilly Line services per direction during peak hours.

Table 3-3: Caledonian Road Underground Services

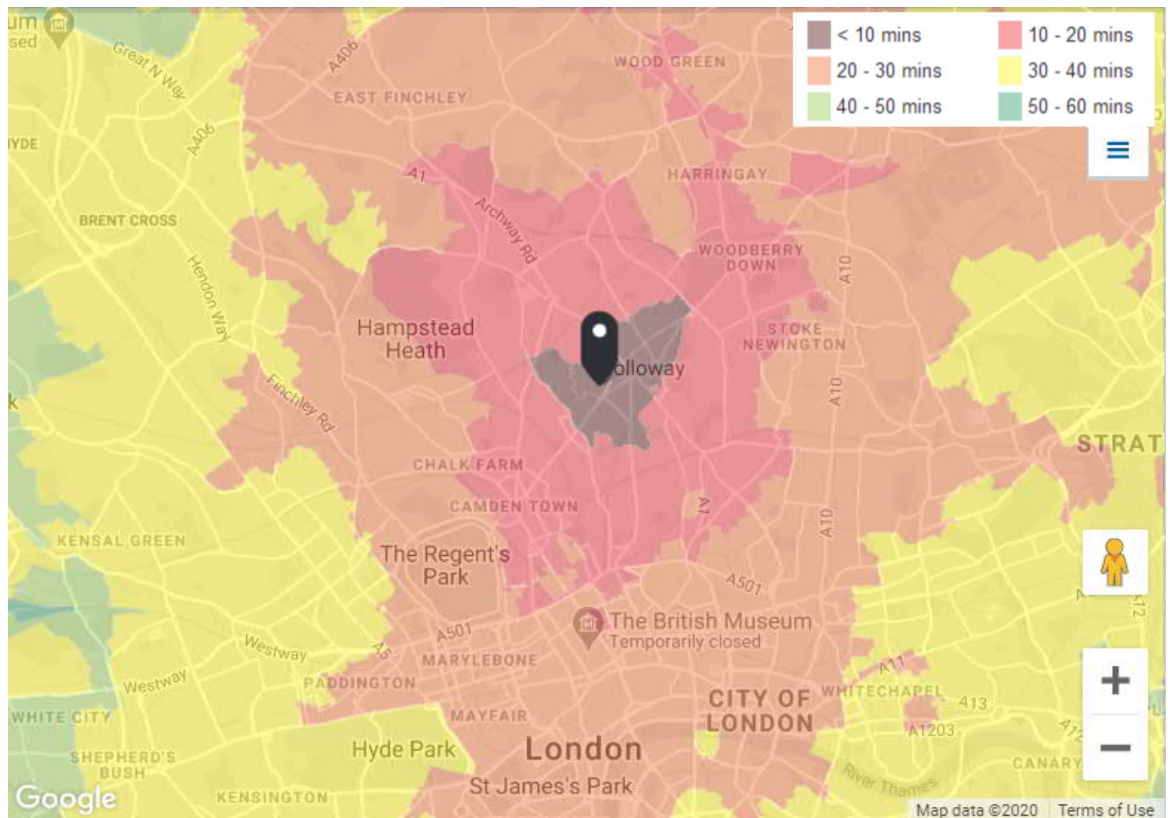
LINE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM	PM
Piccadilly	Westbound (to Central London and beyond to Heathrow Airport or Uxbridge)	30	30
	Northbound (to Cockfosters)	30	30

TIME MAPPING

3.3.8 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping for the site, travelling by public transport during the AM peak, is presented within Figure 3-6. Significant employment opportunities in Central London can be accessed within 30 minutes.



Figure 3-6: Public transport travel time catchments



AFTER

- 3.3.9 The WebCAT 2031 PTAL forecast presents that the site would continue to have excellent PTAL in the future.

3.4 ACCESS TO LOCAL FACILITIES AND AMENITIES

BEFORE

- 3.4.1 The site is located in close proximity to local amenities and journeys for education, leisure, shopping and various local amenities are available within close proximity of the site. Figure 3-7 shows the local context in the immediate area and Figure 3-8 presents the key destinations/facilities within 1km walking distance.

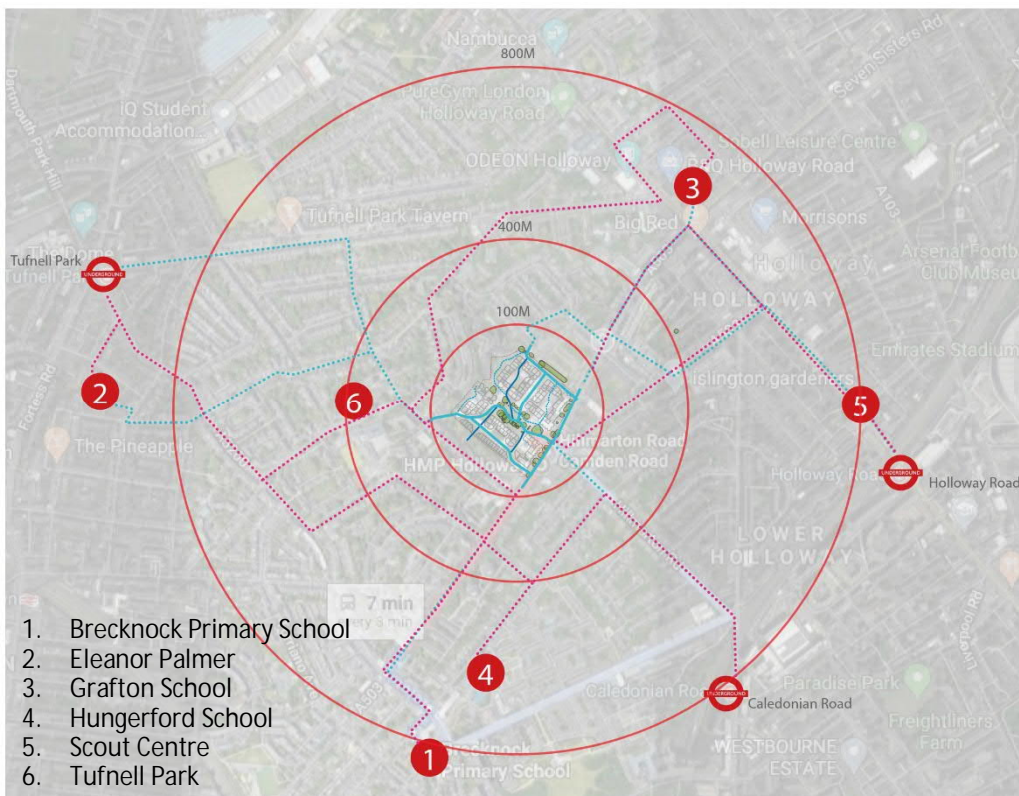
AFTER

- 3.4.2 Following the re-development of the site, residents would benefit from an improvement in permeability through the site and access to local amenities.
- 3.4.3 The development would provide active uses along its Camden Road and Parkhurst Road frontages and would include commercial units, providing additional amenities to the area.

Figure 3-7: Local context



Figure 3-8: Local facilities

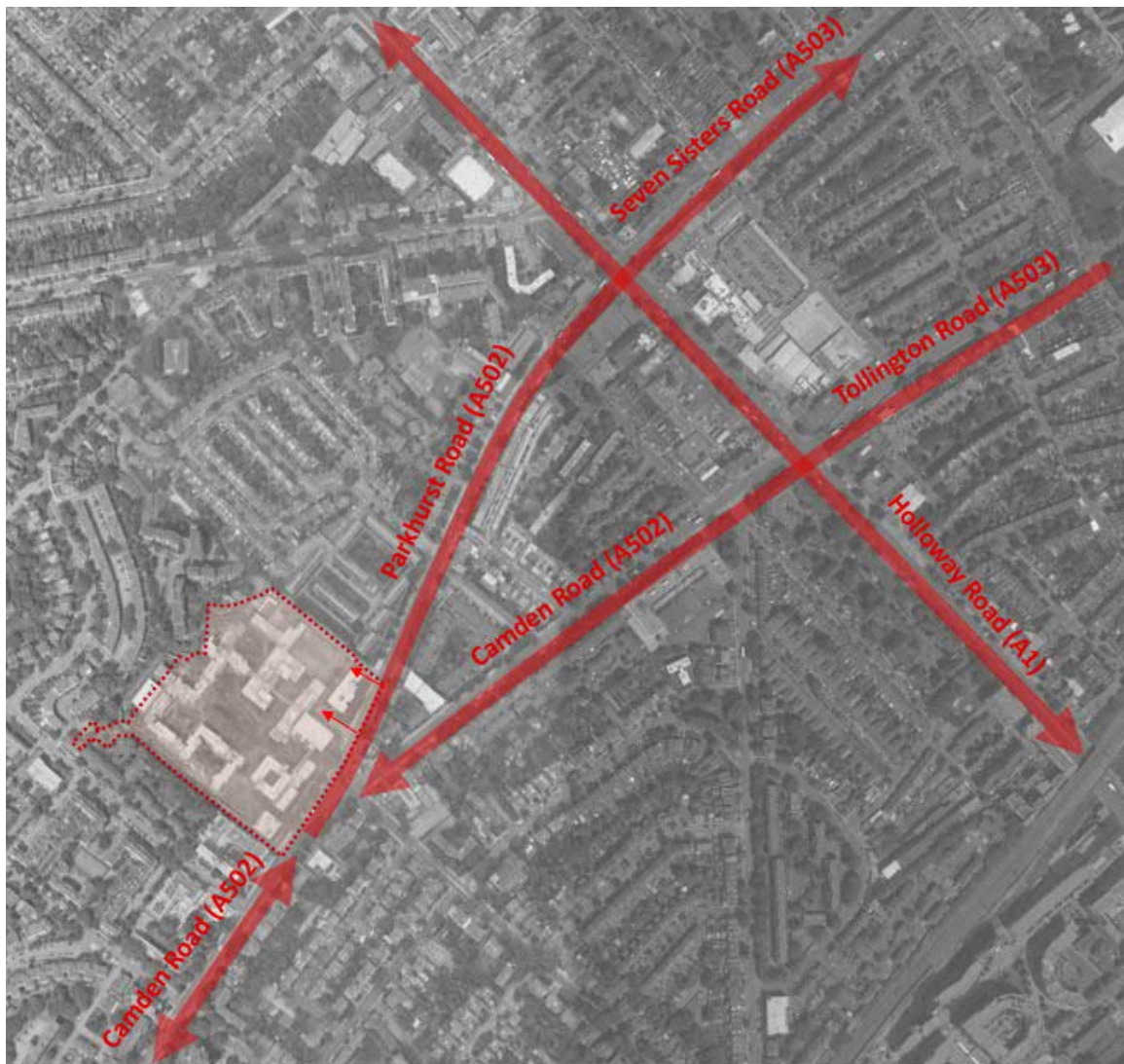


3.5 ROAD NETWORK

BEFORE

3.5.1 The local highway network in the vicinity of the site is shown in Figure 3-9.

Figure 3-9: Local road network and vehicle access



3.5.2 The transport for London Road Network (TLRN), for which TfL is responsible, comprises the A502 (Parkhurst Road and Camden Road), and the A1 (Holloway Road) to the north-west.

3.5.3 The site currently has two vehicular access points, located to the north of the junction with Hlamton Road. Both of the access points form priority junctions and operate as left-in/left-out onto Parkhurst Road.

AFTER

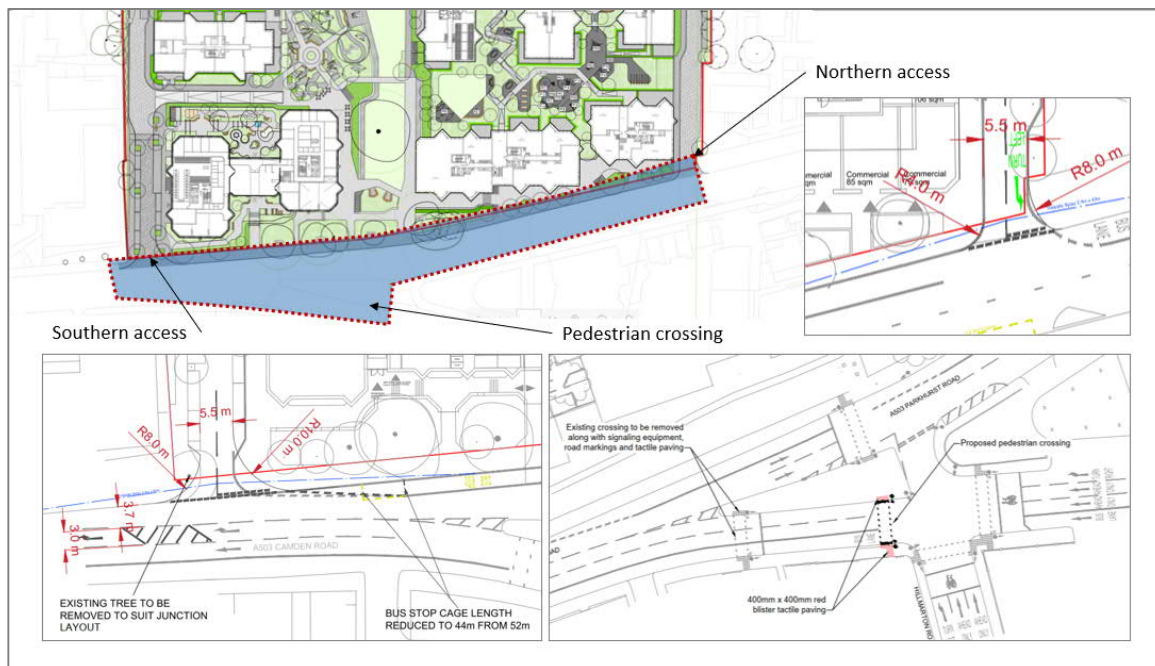
3.5.4 There is no proposal to make changes to the road network in the wider context, however, there will be minor changes associated with access arrangements to the site and will include the following:

- ⊙ The existing northern access will largely be retained albeit with minor kerb realignments.

- ⊙ The existing access opposite the garage will be closed and removed.
- ⊙ New access at the very south of the site will be introduced as an all-movements allowed junction.

3.5.5 The preliminary site access points design is presented in Figure 3-10.

Figure 3-10: Proposed site accesses



3.6 NEARBY PUBLIC REALM

BEFORE

3.6.1 The development site itself is currently vacant and public access is prohibited. The footway in front of the site does not provide an attractive environment for walking and cycling and this is largely due to the nature of the site's existing boundary treatment. However, the width and condition of the footway are moderate and crossings with side roads provide tactile paving.

AFTER

3.6.2 The development would provide an attractive public realm within the development site that would benefit both the existing community surrounding the site, future occupiers, staff and visitors. The improvements will include the following:

- ⊙ New access points to the site, including the Trecastle connection;
- ⊙ Car-free routes through the site;
- ⊙ Sitting areas and play areas for children;
- ⊙ Publicly accessible central Public Garden;
- ⊙ Improvements to the pedestrian crossing on Parkhurst Road / Camden Road, including the removal of staggered crossing and reducing the crossing distance;

- Upgrades to the footway on Camden Road and Parkhurst Road, fronting the development, and
- The development would provide active use along Camden Road and Parkhurst Road frontage.

3.7 ON-SITE PUBLIC REALM

BEFORE

- 3.7.1 The site is no longer used as a prison and as a result no significant activity currently takes on-site beyond occasional maintenance.

AFTER

- 3.7.2 The proposed development comprises the demolition of the existing buildings on-site to provide a new mixed-use development accommodated within five plots. Figure 3-11 illustrates the current masterplan and the development quantum is summarised within Table 3-4.

Figure 3-11: Site masterplan



Table 3-4: Development quantum

LAND USE	QUANTUM	LOCATION
Residential (C3)	985 dwellings	All Plots
Class E	1,822 sqm GIA	Plot B and C
Women's Building	1,489 sqm GIA	Plot C
Residents' facilities (C3) including concierge	1,334 sqm GIA	Plot D

- 3.7.3 A significant new public realm is proposed to provide a high-quality setting and environment for future residents and visitors at the proposed development.
- 3.7.4 The design has been developed by applying a Healthy Streets Approach and Vision Zero and the following key principles in mind:
- ⦿ Pedestrians and cyclists should be prioritised;
 - ⦿ Accommodate pedestrian movement and provide a minimum of 2.0m footways throughout;
 - ⦿ Two-way streets that encourage cyclists to take the primary position in the road;
 - ⦿ Vehicles will need to be safely and appropriately accommodated;
 - ⦿ The largest vehicles will be a waste collection vehicle;
 - ⦿ The internal layout will need to encourage lower speeds;
 - ⦿ Reversing movements designed-out wherever possible;
 - ⦿ A standard road width of 5.5m allows vehicles to pass safely. We have adopted this approach with instances of artificial narrowing created by servicing bays to slow traffic;
 - ⦿ Section of road between Plots D and E was reduced to 4.9m to maximise green space;
 - ⦿ Forward visibility for 20mph retained throughout, and
 - ⦿ Internal roads build to adoptable standards.
- 3.7.5 The above principles were discussed and agreed with TfL and LBI.
- 3.7.6 The new public realm on-site has been designed with the 10 Healthy Streets indicators in mind.

3.8 PEDESTRIAN AND CYCLE ACCESS

BEFORE

- 3.8.1 The site is no longer used as a prison and has no pedestrian or cycle access point to the site.

AFTER

- 3.8.2 The access strategy for the proposal is set out within Figure 3-12. The scheme is being designed to provide permeability and prioritise pedestrian and cyclist movement.

Figure 3-12: Access strategy



- 3.8.3 The proposed development will improve pedestrian and cycle connectivity from the surrounding area by creating new access points.
- 3.8.4 The development proposes three access points from Parkhurst Road, all of which will be available for pedestrian use. Two of these accesses will also be suitable for cyclist use. The development will also have a connection from Trecastle Way. The proposed accesses to the development site are presented in Figure 3-13.

Figure 3-13: Access strategy for pedestrians and cyclists



3.9 VEHICLE ACCESS

BEFORE

3.9.1 The site currently has two vehicular access points onto Parkhurst Road.

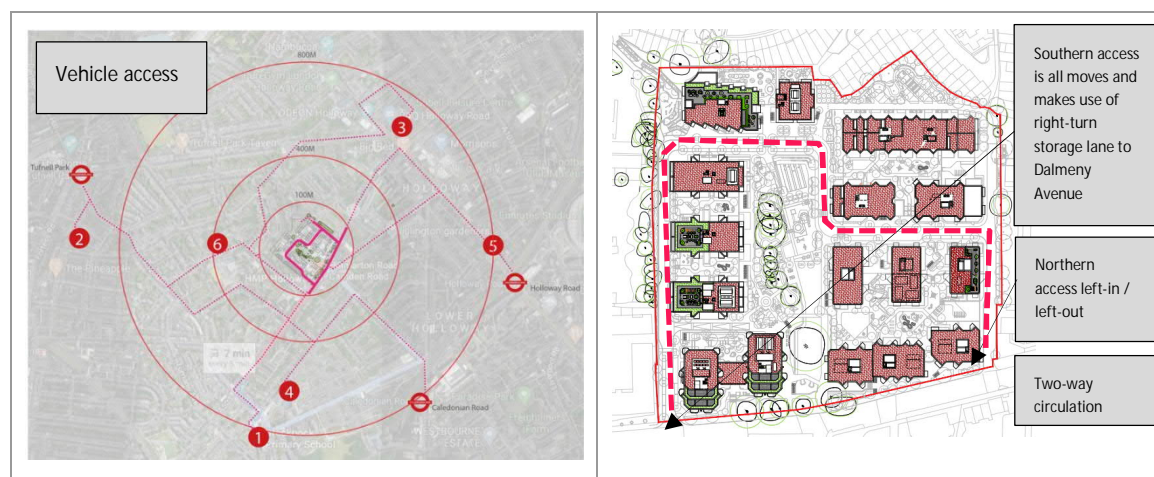
AFTER

3.9.2 The proposed development will have two vehicular access points:

- Northern access will be left-in/left-out access;
- Southern access with all movements allowed. Vehicles approaching the site via the southern access will use the existing right-turn storage lane to Dalmeny Avenue which will be modified, and
- The internal road within the site will operate as a two-way road.

3.9.3 The vehicular access strategy for the site is presented in Figure 3-14.

Figure 3-14: Vehicle access strategy



3.9.4 The vehicular access is expected to be used primarily by delivery and servicing vehicles and Blue Badge holders to access the accessible parking spaces. Vehicle demands at each of the accesses are expected to be lower.

3.10 CYCLE PARKING

BEFORE

3.10.1 The site has no cycle parking provided on-site. The closest public cycle parking is located circa 500m to the north of the site, on the approach to the junction with Holloway Road.

AFTER

3.10.2 The proposed development will provide cycle parking provision in line with the London Plan (March 2021) for residential, Women's Building and residents' facilities including concierge, and in line with Draft Islington Local Plan for Class E.

3.10.3 The minimum quantum of cycle spaces for residential dwellings is set up in **Table 3-5**.

Table 3-5: Cycle parking provision (residential)

DEVELOPMENT	Dwelling	Long Stay	Short Stay	
Plot A	1 Bed 1 Person	0	0	
	1 Bed 2 People	50	75	
	2 Bed	150	300	
	3 Bed	26	52	7
	4 Bed	9	18	
	Total	234	445	
Plot B	1 Bed 1 Person	0	0	
	1 Bed 2 People	123	185	
	2 Bed	177	354	
	3 Bed	18	36	10
	4 Bed	3	6	
	Total	321	581	
Plot C	1 Bed 1 Person	0	0	
	1 Bed 2 People	33	50	
	2 Bed	75	150	
	3 Bed	46	92	5
	4 Bed	1	2	
	Total	155	294	
Plot D	1 Bed 1 Person	0	0	
	1 Bed 2 People	17	26	
	2 Bed	142	284	
	3 Bed	24	48	6
	4 Bed	0	0	
	Total	183	358	
Plot E	1 Bed 1 Person	0	0	
	1 Bed 2 People	67	101	
	2 Bed	24	48	
	3 Bed	0	0	4
	4 Bed	0	0	
	Total	91	149	
Proposed Development	1 Bed 1 Person	0	0	
	1 Bed 2 People	290	435	39
	2 Bed	568	1136	

DEVELOPMENT	Dwelling	Long Stay	Short Stay
3 Bed	114	228	
4 Bed	13	26	
Total	985	1825	

3.10.4 Long stay cycle parking will be secure and sheltered and would comprise:

- ⊙ 80% of cycle parking would be two-tier cycle parking;
- ⊙ 20% of cycle parking would be accessible cycle parking, for people with non-standard bicycles and those that struggle to use two-tier systems [75% as Sheffield stands and 25% as Sheffield stands with increased space (for cargo bikes, hand-cranked bikes, trailers, buggies, tandems, tricycles which can be up to 2.5m long and need additional space)], and
- ⊙ The accessible cycle parking spaces should be located conveniently to the building entrances.

3.10.5 Separate cycle parking spaces is provided for the non-residential part of the development (i.e. Class E, Women's Building and residents' facilities including concierge). The the proposed quantum of cycle spaces for non-residential part of the development is set up in Table 3-6.

Table 3-6: Cycle parking provision (non-residential)

DEVELOPMENT		sqm GEA	Long Stay	Short Stay
Plot B	Class E	1,819	16	16
Plot C	Class E	168	4	4
Plot C	Women's Building	1,610	15	16
Plot D	Residents' facilities including concierge	1,412	3	2
Total			38	36

3.10.6 Short stay cycle parking would be provided within the public realm in the form of Sheffield stands.

3.10.7 All cycle spaces are designed in accordance with the LCDS.

3.10.8 The provision of cycle parking for each Plot, land use, location, and access strategies are presented on the drawings in Appendix A.

3.11 DELIVERY AND SERVICING

BEFORE

3.11.1 Outside the site, the A503 is a red route and parking, waiting, and stopping are prohibited. There are five parking spaces on Parkhurst Road, opposite the site, where 'No Stopping' restrictions operate from Monday to Saturday between 7:00 and 19:00 except loading and Blue Badge holders; and two parking spaces for ambulances.

3.11.2 The site is located within a CPZ Zone B2 where parking is restricted to permit holders/pay and display parking from Monday to Friday between 8:30 and 18:30.

- 3.11.3 The site is no longer used as a prison and as a result no significant servicing activity currently takes place beyond occasional maintenance.

AFTER

- 3.11.4 No changes to the existing parking restrictions area proposed as part of the development.
- 3.11.5 It is envisaged that servicing would primarily take place from the loading bays located along the internal road that includes five loading bays designed to be 17m long and 3m wide. This geometry provides for flexible use and can accommodate 1 large delivery truck or 2 vans at the same time. In addition, the development will provide podium loading bays located within plots A and B. The location of the proposed loading bays is presented in Figure 3-15.

Figure 3-15: Loading and servicing strategy



3.12 CAR PARKING

BEFORE

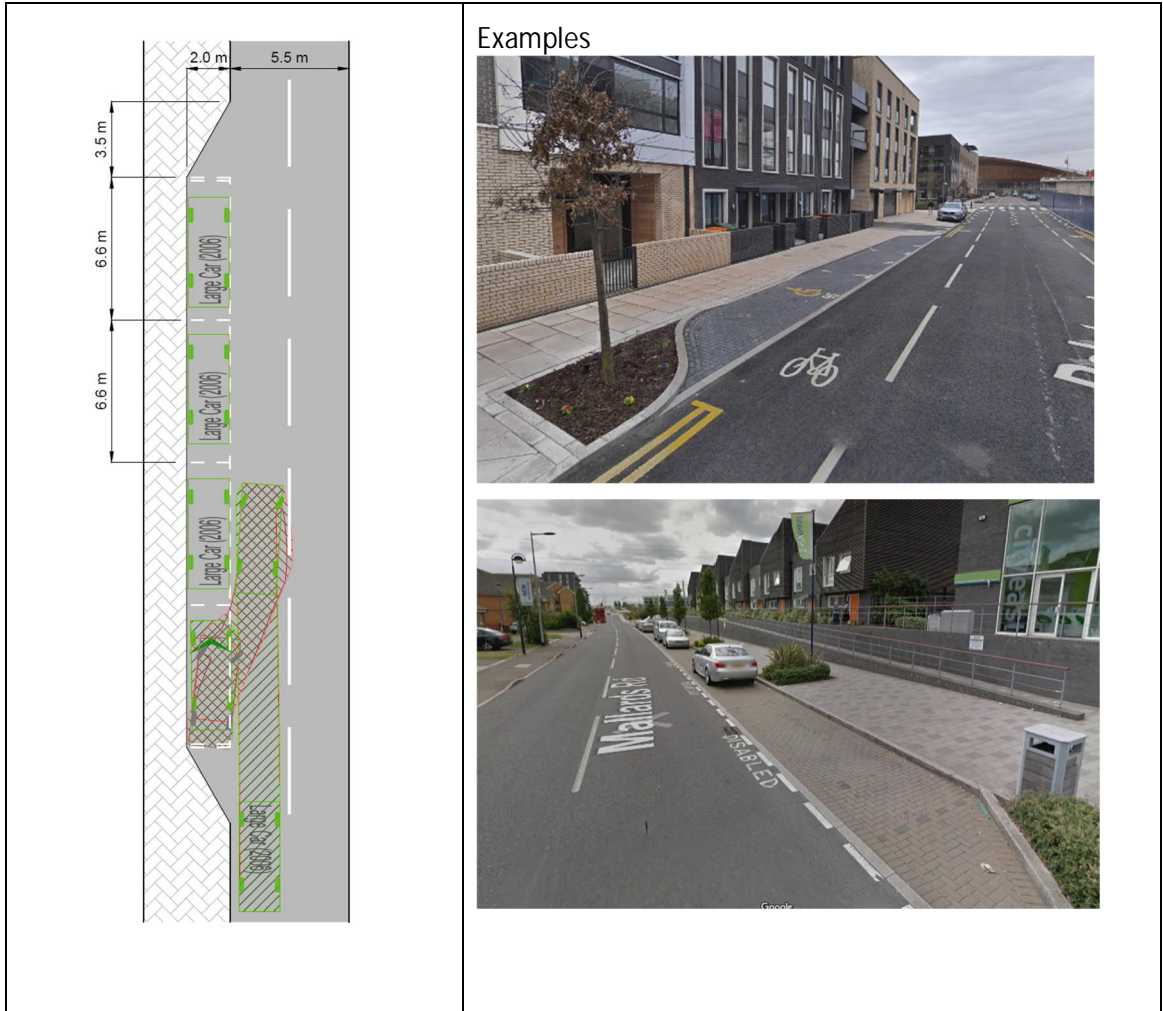
- 3.12.1 The site historically had 84 car parking spaces available when operated as a prison. The site is currently vacant and does not generate any demand for parking beyond that associated with occasional maintenance of the site, or other short term activities.

AFTER

- 3.12.2 The development is proposed as car-free and will only provide 30 accessible parking spaces. These spaces will be provided within the site as on-street parking along the internal road within the site.
- 3.12.3 All car parking spaces will have access to active Electric Vehicles Charging Points (EVCPs).
- 3.12.4 No car parking spaces are proposed for the non-residential part of the development.

3.12.5 The location of Blue Badge parking spaces is presented in Figure 3-15 and the indicative design, with existing examples, are presented in Figure 3-16.

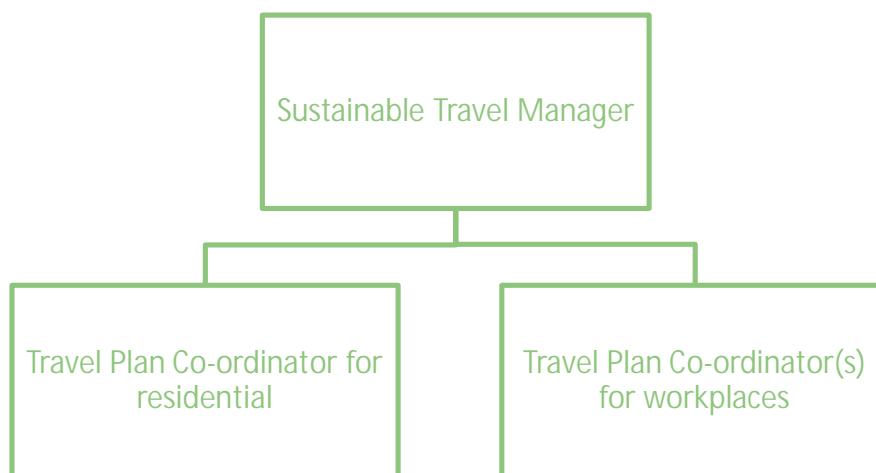
Figure 3-16: Typical Blue Badge parking bay design



4 TRAVEL PLAN STRATEGY

4.1 MANAGEMENT

4.1.1 The structure of how the Framework Travel Plan will be managed and is set out below:



4.2 SUSTAINABLE TRAVEL MANAGER

4.2.1 A Sustainable Travel Manager (STM) will be appointed to take responsibility for the site management of the plan, and for ensuring its delivery. The STM role for the site will be fulfilled by an appointed consultant or the Estate Management Company. It will be the responsibility of the developer (or their successors) to ensure that a STM is appointed prior to the first occupation of the site. The roles and responsibilities of the STM are set out below:

- ⦿ Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- ⦿ Liaising with public transport operators and other service providers;
- ⦿ Overseeing the monitoring and reporting of the TP, including liaising with the Local Authority where appropriate, and
- ⦿ Administration of the TP, involving the maintenance of necessary systems, data and paperwork, consultation, and promotion. These duties are ongoing throughout the duration of the TP.

4.3 TRAVEL PLAN CO-ORDINATORS

4.3.1 To ensure adoption of the TP, the STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs). The STM will facilitate the appointment of TPCs for residential and workplace elements and work with the appointed TPCs to promote the TP. The TPC's role will involve:

- ⊙ Giving a 'human face' to the TP, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to residents and visitors;
- ⊙ On-site co-ordination of data collection for the plan;
- ⊙ Helping establish and promoting the individual measures in the plan;
- ⊙ Providing on-site support to the STM, as required, and
- ⊙ Implementing any additional measures.

4.4 MARKETING

4.4.1 It is recognised that a marketing and communication strategy is key to the success of the TP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the TP. The strategy will also help to disseminate travel information and information regarding the facilities provided.

4.4.2 Residents and tenants will be made aware of the TP, including its purpose and objectives, along with specific measures. Marketing will be undertaken between the point of sale and first occupation of each dwelling.

4.5 SECURING THE TRAVEL PLAN AND FUNDING

4.5.1 The TP will be secured by a planning condition or through the S106 legal agreement.

4.5.2 Funding for the implementation of the TP is to be secured by the developer (or their successors). The costs will relate to the implementation of measures outlined within the TP and also for any surveys and monitoring.

4.6 MONITORING

4.6.1 It is proposed that Travel Plan monitoring is coordinated between all elements of the site where possible, in order that the STM will be able to manage the process and report findings in a Monitoring Report. The coordination of Travel Plan monitoring will also assist the Local Authority in assessing the performance of the overall site-wide Travel Plan. The travel surveys for each element will therefore be carried out at the same time, once trigger points have been reached.

4.6.2 The scheme is 'car-free' and its design and on-site infrastructure will encourage and embed sustainable travel patterns. Residents will be exempt from applying for parking permits. The monitoring of the Blue Badge parking spaces will be undertaken by STM post occupation and results will be communicated with the Local Authority.



5 RESIDENTIAL TRAVEL PLAN

5.1 INTRODUCTION

5.1.1 This section summarises the land use specific travel patterns, outcomes and targets and measures to support the achievement of these. An action plan at the end of the section summarises the specific actions and associated timescales, responsibilities and source of funding for each.

5.2 FORECAST TRAVEL PATTERNS – RESIDENTIAL

5.2.1 Residents' travel behaviour was forecast as part of the TA using surveys from the TRICS database combined with adjusted local 2011 Census data on mode share. The resultant trip generation and mode share is summarised in Table 5.1.

Table 5-1: Residential Travel Demand

MODE	AM PEAK HOUR				PM PEAK HOUR			
	%	In	Out	Total	%	In	Out	Total
Pedestrians	23.9%	36	111	147	31.7%	84	52	136
Cyclists	3.7%	1	22	23	3.0%	12	1	13
Bus	23.4%	16	128	145	21.0%	63	27	90
Underground/DLR	41.2%	29	226	254	37.0%	111	48	159
Rail	5.7%	4	31	35	5.1%	15	7	22
Vehicle drivers	0.8%	1	4	5	0.8%	3	1	4
Vehicle passengers	0.6%	1	3	4	0.6%	2	1	3
Total	100%	88	530	618	100%	292	138	430

5.3 OBJECTIVES

5.3.1 TfL's guidance identifies that Travel Plans should include targets to reduce single occupancy vehicle trips, but should also consider and relate to targets specified in the Mayor's Transport Strategy (e.g. to increase cycling). In addition, they should support objectives set out in a borough's local policy documents.

5.3.2 TfL's guidance document entitled Travel Planning Guidance (November 2013) identifies that the objectives and targets set out in the TP should be initially based on trip rates and modal splits agreed in the TA.

- ⊙ To raise residents' awareness of sustainable modes of travel available at the development;
- ⊙ To raise residents' awareness of the health and fitness benefits of walking and cycling for short journeys, and
- ⊙ To facilitate and encourage travel by sustainable modes.

5.4 TARGETS

- 5.4.1 Targets are tailored to deliver the objectives of the TP and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).
- 5.4.2 Two types of targets are considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a TPC, whilst 'Aim' type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type targets and 'Aim' type targets.

ACTION TARGET

- 5.4.3 The following Action targets are proposed:
- ⊙ Raise resident's awareness of sustainable travel opportunities and their benefits at the first occupation of each unit and in particular:
 - How to contact the TPC;
 - The bus services which are available;
 - The rail and Underground services which are available;
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
 - The cycle parking facilities provided for residents within the building and the health benefits of cycling; and
 - The provision of a car club and the benefits.
 - ⊙ Provide cycle parking
- 5.4.4 Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures which will be reported to the Local Authority. This target links directly to all three objectives of the residential TP.

AIM TARGET

- 5.4.5 Through the implementation of the proposed development the scheme is expected to achieve the aim set out within the Mayor's Transport Strategy for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 from initial occupation. Indeed, the forecast travel demand would exceed this, and the following Aim type target is proposed:
- "For 98 per cent of all trips to be made on foot, by cycle or using public transport"
- 5.4.6 Given the 'car free' nature of the proposals, it is not considered necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as the design of the site ensures that residents will naturally travel to and from the site via sustainable modes of transport. Instead, it is proposed that the aim targets will focus primarily on the promotion of residents commuting by cycling to and from the site.
- 5.4.7 It is recognised that the uptake of cycling is a viable alternative mode of transport for short commutes to and from the development. It is noted however, that the ability for residents to commute by bicycle is dependent on where residents work and the cycle facilities available to them during and at the end of their journey. This is reflected in the modal shift targets for increasing cycling mode share as shown in Table 5.2.
- 5.4.8 It is proposed to target an overall increase for cycling by a 10% of the total mode share for the residential development across five years from the baseline survey.

Table 5-2: Indicative Mode Share Target – Cycle

INDICATIVE MODE SHARE TARGETS			
Mode	Year 1	Year 3	Year 5
Cycle	+ 2%	+ 6%	+ 10%

5.4.9 The above indicative targets will be reviewed after the initial travel survey has been undertaken at the site and any changes to targets will be agreed with LBI.

5.5 MEASURES

5.5.1 This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the residential TP. The measures have been grouped into three types as follows and considered in turn in the following sections:

- ⊙ 'Hard' engineering measures incorporated into the design;
- ⊙ 'Key services and facilities, and
- ⊙ 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.

HARD MEASURES

5.5.2 Physical aspects of the design of the proposed development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to the occupation of the site and would be funded by the developer.

CAR-FREE DEVELOPMENT

5.5.3 The development is proposed to be car-free, with car parking limited to 30 residential Blue Badge spaces which supports the scheme's desire to maximise the on-site space takes into consideration the PTAL score (current and future) of the site; and is compliant with the London Plan (March 2021).

5.5.4 In order to protect local parking amenity, new residents would be prohibited from obtaining on-street parking permits.

CYCLE PARKING PROVISION

5.5.5 Secure cycle parking will be within the proposed development for residents and visitors to the site in line with London Plan (March 2021) standards to encourage cycle ownership and use. A total of 1825 long stay cycle spaces are proposed for residents, with 39 spaces for the short stay cycle parking in the form of Sheffield stands.

5.5.6 Residential long stay parking is provided within dedicated, secure cycle stores located at ground and first floor level. Visitor (short stay) cycle parking is to be located at the ground floor in the form of Sheffield stands (39 spaces).

DELIVERIES

- 5.5.7 Residents will be provided with welcome packs, which will include instructions for providing the correct address for deliveries.
- 5.5.8 The development will have a residents' facilities including concierge within Plot D, the majority of residential deliveries will be delivered. This will allow to consolidate the trips to the site and reduce the missed out deliveries.
- 5.5.9 The development will have areas adjacent to each residential lobby entrance sized to accommodate a cargo bike, to enable couriers to safely park their bike, deliver to a concierge/locker, whilst maintain sight of the bike. The areas can be protected from improper parking by CCTV enforcement or bollards.

IMPROVED CONNECTIVITY

- 5.5.10 The development proposal will seek to improve the pedestrian signal crossing on Camden Road, provide a new connection through the site (ie. Trecastle Way connection), the two accesses to the site will provide dropped kerb and tactile paving and the footway upgrade along the frontage onto Camden Road /Parkhurst Road creating active frontage.
- 5.5.11 The development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, open up new connection (i.e. Trecastle Way) for the benefit of existing neighbours.
- 5.5.12 The site has 12m difference in levels, with the eastern corner of the site having 34m and the western corner of the site having 45.9m. This imposes some constraints in designing connections to wider area. As a result the Trecastle Way connection is design in a form of ramps and steps.

SOFT MEASURES

- 5.5.13 The location of the site, its design and proximity to public transport services within the surrounding area will create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the TP. Details of the communication strategy for the site are set out below.

TRAVEL PACK

- 5.5.14 Residents of new dwellings will be provided with a Travel Pack upon the first occupation. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:
- Promotion of local sustainable travel networks, including:
 - ⊙ The bus services which are available;
 - ⊙ The rail and Underground services which are available, and
 - ⊙ The local cycle routes which are available.
 - Links to relevant public transport travel information websites (such as the TfL journey planner) will be provided.



- Promotion of local amenities: The Travel Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
- Promotion of the cycle parking: Making residents aware of the cycle parking which is available to them.
- Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, which is a cyclist organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events whilst providing support for cyclists. The benefits on offer to LCC members include discounts at bike shops in London; exclusive cycle theft insurance packages; free third-party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group together with membership information will be included within the resident Travel Pack.
- Promotion of health benefits associated with alternative modes of transport: The Travel Pack will provide details of the health benefits associated with walking and cycling regularly.
- Details of carbon foot-printing: provision of details of the established 'Act on CO₂ carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage.
- Promotion of key services and facilities: Full details of the key services and facilities provided by the TP will be included in the Travel Pack, including:
 - ⊙ the availability of broadband internet and the benefits of home working; and
 - ⊙ nearby car club facilities and where to find information about using the service.

5.5.15 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

5.5.16 The Travel Pack will be available in both hard copy and electronically. The TP will be updated periodically and redistributed in electric form.

COMMUNITY NOTICE BOARDS

5.5.17 Notice boards providing travel information to residents within the site will be placed in lobbies.

5.5.18 Maps of the immediate local area will be displayed on the notice boards identifying locations of cycle parking and public transport service access points. The notice boards will also be used to inform residents of any new travel initiatives or events organised by the STM and TPC.

5.6 MONITORING & REVIEW

5.6.1 The TP will be monitored on a five-year cycle. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.

5.6.2 The baseline travel survey will be undertaken within six months of the occupation or at 75% occupancy of the residential units are occupied. This baseline survey represents the start of the RTP for monitoring purposes and is known as Year 0. The exact requirements for the monitoring and baseline surveys will be discussed with the local authority.

5.6.3 Monitoring and review will be the responsibility of the TPC.

ACTION TARGET MONITORING & REPORTING:

5.6.4 To measure progress against the action target, the following monitoring regime is proposed:

→ Annual reporting

- ⊙ The number of dwellings completed and first occupied in each year will be reported to the approving authority together with confirmation that each occupier has been provided with a copy of the travel pack.

AIM TARGET MONITORING & REPORTING

5.6.5 To measure progress against the aim target, the following monitoring regime is proposed, if required:

→ Year 1 survey

- ⊙ A compliance monitoring survey will be undertaken during the first reasonably practicable neutral month following 75% occupation and a monitoring report setting out the surveyed results will be submitted to the approving authority.

→ Years 3 and 5 surveys (if required)

- ⊙ A compliant monitoring survey will be undertaken during the same neutral month as the year one survey in years 3 and 5 and a monitoring report setting out the surveyed results will be submitted to the approving authority.

5.6.6 The monitoring of surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken at this stage. Further measures for the approval of LBI will be investigated and brought forward as part of the monitoring report if targets appear unlikely to be achieved. Such measures would be binding and subject to a further monitoring period to be agreed with LBI.

5.7 ACTION PLAN

5.7.1 The programme for the implementation of the Travel Plan measures is set out in Table 5-3. This sets out tasks, intended implementation dates and responsibilities. The funding and responsibility will pass on to the developers' successors if the site is sold on.

Table 5-3: Action Plan

Action	Target (values)	Target Date	Funding	Indicator/ measured by	Responsibility
Appointment of TPC	N/A	Prior to occupation	Developer	Appointment of TPC	Developer
Agree Travel Plan Objectives and Targets with LBI.	N/A	Prior to occupation	Developer	Agreement being reached with LBI	Developer
Agree Travel Plan Measures and Travel Pack with LBI	N/A	Prior to occupation	Developer	Agreement being reached with LBI	TPC
Provision of cycle parking secured through planning	1825 long stay and 39 short stay spaces	Prior to occupation	Developer	Completion of cycle parking and it being made available for resident use	Developer
Dissemination of the Travel Pack to each dwelling	One Travel Pack per dwelling	At first occupation of each dwelling	Developer	Dissemination of the Travel Pack to each dwelling	Developer
Action Monitoring and reporting to LBI	N/A	Following first occupation	Developer	Receipt of reports by LBI	Developer



Action	Target (values)	Target Date	Funding	Indicator/ measured by	Responsibility
Undertake initial travel surveys	N/A	Within 3 months of reaching 75% occupation of site	Developer	Receipt of survey results	TPC
Agree target values for mode split with LBI	Target subject to negotiations with LBI	1 month after initial travel survey undertaken	Developer	Receipt of written agreement of targets.	TPC
Undertake travel surveys and analysis for the duration of the monitoring period and discuss results with LBI	N/A	Every other anniversary of the initial travel surveys up to 5th anniversary	Developer	Receipt of survey results	TPC
Propose and bring forward further measures for approval of the LBI as part of the monitoring report if targets appear unlikely to be achieved.	Implement further measures to be agreed with LBI	Between every other anniversary of the initial travel surveys up to 5th anniversary	Developer	Receipt of survey results	TPC



6 WORKPLACE TRAVEL PLAN

6.1 INTRODUCTION

- 6.1.1 Smaller elements of a development may not meet the thresholds whereby a Full Travel Plan is required but, in some cases, it is still considered appropriate for measures to be put in place to reduce the number of single person car journeys and to increase the use of sustainable travel modes. In these cases, a Travel Plan Statement is appropriate.
- 6.1.2 Based on the TfL Travel Plan thresholds within Table 2-2 of Section 2, a Travel Plan is proposed to cover the Class E commercial use and the residents facilities which is ancillary to Class C3.
- 6.1.3 A Full Workplace Travel Plan will focus on encouraging sustainable travel and may take the form of an 'Action Plan' or a simple list of measures which are to be promoted by the developer or occupier of the site. The Full Workplace Travel Plan considers all employees for each use at the proposed development.

6.2 FORECAST TRAVEL PATTERNS – COMMERCIAL

- 6.2.1 Employee travel behaviour was forecast as part of the TA using TRICS database combined with 2011 Census travel to work data. The resultant forecast mode share for the flexible commercial use is summarised in Table 6-1.

Table 6-1: Forecast Workplace Travel Demand Class E

MODE	AM PEAK HOUR				PM PEAK HOUR			
	%	In	Out	Total	%	In	Out	Total
Pedestrians	15.6%	15	1	16	15.6%	1	15	16
Cyclists	7.1%	7	0	7	7.1%	0	7	7
Bus	31.3%	30	1	31	31.3%	1	30	31
Underground/DLR	33.3%	32	1	33	33.3%	1	32	33
Rail	12.4%	12	0	12	12.4%	0	12	12
Vehicle drivers	0.0%	0	0	0	0.0%	0	0	0
Vehicle passengers	0.0%	0	0	0	0.0%	0	0	0
Taxi passenger	0.2%	0	0	0	0.2%	0	0	0
Total	100%	97*	4	100	100%	4	97*	100

6.3 FORECAST TRAVEL PATTERNS – WOMEN'S BUILDING (D1)

- 6.3.1 Employee travel behaviour was forecast as part of the TA using TRICS database combined with 2011 Census travel to work data. The resultant forecast mode share for the women's Building use is summarised in Table 6-2.

Table 6-2: Forecast Travel Demand Women's Building

MODE	AM PEAK HOUR				PM PEAK HOUR			
	%	In	Out	Total	%	In	Out	Total
Pedestrians	15.6%	1	0	1	15.6%	0	1	1
Cyclists	7.1%	1	0	1	7.1%	0	1	1
Bus	31.3%	3	0	3	31.3%	0	3	3
Underground/DLR	33.3%	3	0	3	33.3%	0	3	3
Rail	12.4%	1	0	1	12.4%	0	1	1
Vehicle drivers	0.0%	0	0	0	0.0%	0	0	0
Vehicle passengers	0.0%	0	0	0	0.0%	0	0	0
Taxi passenger	0.2%	0	0	0	0.2%	0	0	0
Total	100%	9	0	9	100%	0	9	9

6.4 FORECAST TRAVEL PATTERNS – RESIDENTS' FACILITIES INCLUDING CONCIERGE (B8)

6.4.1 Employee travel behaviour was forecast as part of the TA using TRICS database combined with 2011 Census travel to work data. The resultant forecast mode share for the Women's Building use is summarised in Table 6-3.

Table 6-3: Forecast Travel Demand Concierge

MODE	AM PEAK HOUR				PM PEAK HOUR			
	%	In	Out	Total	%	In	Out	Total
Pedestrians	15.6%	1	1	2	15.6%	1	1	2
Cyclists	7.1%	0	0	1	7.1%	0	0	1
Bus	31.3%	2	2	3	31.3%	2	2	3
Underground/DLR	33.3%	2	2	3	33.3%	2	2	3
Rail	12.4%	1	1	1	12.4%	1	1	1
Vehicle drivers	0.0%	0	0	0	0.0%	0	0	0
Vehicle passengers	0.0%	0	0	0	0.0%	0	0	0
Taxi passenger	0.2%	0	0	0	0.2%	0	0	0
Total	100%	5	5	10	100%	5	5	10

6.5 OBJECTIVES

6.5.1 TfL's guidance identifies that Travel Plans should include targets to reduce single occupancy vehicle trips but should also consider and relate to targets specified in the Mayor's Transport Strategy (e.g. to increase cycling). In addition, they should support objectives set out in a borough's local policy documents.

6.5.2 The objectives and principles for the Full Workplace Travel Plan are as follows:

- ⊙ To raise employees' awareness of sustainable modes of travel available at the development;
- ⊙ To raise employee's awareness of the health and fitness benefits of walking and cycling for short journeys;
- ⊙ To increase the attractiveness and use of cycling for day-to-day journeys; and
- ⊙ To facilitate and encourage travel by sustainable modes.

6.6 TRAVEL PLAN TARGETS

6.6.1 In accordance with TfL's best practice guidance all targets identified will be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.

6.6.2 Two types of targets have been identified. 'Action' type targets are defined within Appendix 3 of TfL's guidance as 'non-quantifiable actions that need to be achieved' (e.g. Appointing a Travel Plan Coordinator (TPC) one month before occupation), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes (e.g. the date by which car driver mode split will be achieved). The Action and Aim type targets for the site are common to both land uses and are set out in turn below.

6.7 ACTION TYPE TARGETS

6.7.1 The following action type targets are set for the commercial elements:

- ⊙ Appoint a Travel Plan Coordinator (TPC) prior to occupation who will be responsible for liaising with the occupiers of each of the commercial units;
- ⊙ Cycle parking spaces will be provided in accordance with London Plan (March 2021) parking standards prior to occupation;
- ⊙ A travel pack will be produced to promote the range of sustainable transport modes immediately available and the key services provided through the Travel Plan;
- ⊙ Information on a range of local facilities and amenities which are within walking distance and the health benefits of travel by foot and bicycle; and
- ⊙ Travel surveys will be undertaken in years one, three and five after the first occupation.

6.8 AIM TYPE TARGETS

6.8.1 Given the 'car free' nature of the proposals, it is not considered necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as the design of the site ensures that employees will naturally travel to and from the site via sustainable modes of transport. Instead, it is proposed that the aim targets will focus primarily on the promotion of staff commuting by cycling to and from the site.

6.8.2 It is recognised that the uptake of cycling is a viable alternative mode of transport for short commutes to and from the development, to encourage and facilitate cycle mode the proposed cycle parking provision for staff is being provided in accordance with London Plan (March 2021) standards.

6.8.3 This is reflected in the modal shift targets for increasing cycling mode share as shown in Table 6-1, Table 6-2, and Table 6-3.



- 6.8.4 It is proposed to target an overall increase for cycling by a 10% of the total mode share for each unit across five years from the baseline survey.

Table 6-4: Indicative Mode Share Target – Cycle

INDICATIVE TARGETS			
Mode	Year 1	Year 3	Year 5
Cycle	+ 2%	+6%	+10%

- 6.8.5 The above indicative targets will be reviewed after the initial travel surveys have been undertaken at the site and any changes to targets will be agreed with the LBI.

6.9 MEASURES

- 6.9.1 This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considered in turn in the following sections:

- ⊙ 'Hard' engineering measures incorporated into the design;
- ⊙ 'Key services and facilities' provided, and
- ⊙ 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.

HARD MEASURES

- 6.9.2 Physical aspects of the design of the proposed development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to the occupation of the site and would be funded by the developer.

CAR FREE DEVELOPMENT

- 6.9.3 The development is proposed to be car-free, which supports the scheme's desire to maximise the on-site space takes into consideration the PTAL score of the site; and is compliant with the London Plan (March 2021).

- 6.9.4 In order to protect local parking amenity occupiers would be prohibited from obtaining on-street parking permits.

CYCLE PARKING PROVISION

- 6.9.5 Safe and secure cycle parking will be within the proposed development for staff and visitors to the site in line with London Plan (March 2021) standards to encourage cycle ownership and use. A total of 74 cycle spaces are proposed for staff.
- 6.9.6 Commercial long stay parking is proposed to be provided within commercial units, with the specific locations to be confirmed to meet prospective tenant's layout requirements.
- 6.9.7 Visitor (short stay) cycle parking is to be located at ground floor in the form of Sheffield stands.

IMPROVED CONNECTIVITY

- 6.9.8 The development proposal will seek to improve the pedestrian signal crossing on Camden Road, provide a new connection through the site (ie. Trecastle Way connection), the two accesses to the site will provide dropped kerb and tactile paving and the footway upgrade along the frontage onto Camden Road /Parkhurst Road creating active frontage.
- 6.9.9 The development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, open up new connection (i.e. Trecastle Way) for the benefit of existing neighbours.
- 6.9.10 The site has a significant difference in levels from the eastern corner to the west corner. This imposes some constraints in designing connections to wider area. As a result the Trecastle Way connection is design in a form of ramps and steps.

DELIVERIES

- 6.9.11 Sustainable delivery initiatives will be pursued where reasonably practicable. Such initiatives could include the synchronisation of deliveries from common suppliers therefore reducing both the number of deliveries to the site whilst simultaneously reducing the economic and environmental costs. This initiative will rest with the individual businesses on the site but can be encouraged and co-ordinated by the STM.

CONSOLIDATION OF SUPPLIERS

- 6.9.12 The use of micro-consolidation facilities will be used where possible to consolidate large loads (from HGV's) in a single location before being loaded on to low emissions vehicles ready for delivery.

SUSTAINABLE SUPPLIERS

- 6.9.13 Measures will be recommended to suppliers. For example, using smaller vehicles or motorcycles where possible; switching to hybrid and/or electric vehicles; and seeking to ensure safe, efficient and considerate operations, such as switching off engines when making deliveries.

CYCLE TO WORK SCHEME

- 6.9.14 The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis will be promoted to all workplace occupiers for the benefit of their staff. Administration of this will be provided by the workplace occupiers

INTEREST FREE TICKET LOAN

- 6.9.15 The commercial occupiers would be encouraged to provide and promote the availability of employee interest free loans for the purchase of public transport season tickets. The provision of interest free season ticket loans will be publicised (where appropriate) within the travel leaflets and internally at each workplace.

SOFT MEASURES

- 6.9.16 The location of the site, its design and proximity to public transport services within the surrounding area will create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan Statement. Details of the communication strategy for the site are set out below.

TRAVEL PACK

- 6.9.17 Employees of new workplaces will be provided with a Travel Pack upon first occupation. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:
- Promotion of local sustainable travel networks, including:
 - The bus services which are available; and
 - The Underground and rail services which are available;
 - Links to relevant public transport travel information websites (such as the TfL journey planner) will be provided.
 - Promotion of local amenities: The Travel Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
 - Promotion of the cycle parking: Making employees aware of the cycle parking which is available to them;
 - Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, which is a cyclist organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events whilst providing support for cyclists. The benefits on offer to LCC members include discounts at bike shops in London; exclusive cycle theft insurance packages; free third-party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group together with membership information will be included within the resident Travel Pack.
 - Promotion of health benefits associated with alternative modes of transport: The Travel Pack will provide details of the health benefits associated with walking and cycling regularly;
 - Details of carbon foot-printing: provision of details of the established 'Act on CO₂ carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage;
 - Promotion of key services and facilities: Full details of the key services and facilities provided by the Travel Plan will be included in the Travel Pack including:
 - ⊙ the availability of the personalised journey planning service;
 - ⊙ car free strategy of the site;
 - ⊙ cycle to work schemes;
 - ⊙ national cycle to work week, and
 - ⊙ interest free season ticket loans for employees
- 6.9.18 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.
- 6.9.19 The Travel Pack will be available in both hard copy and electronically.



NOTICE BOARDS

- 6.9.20 Notice boards providing travel information to employees within the site will be placed in prominent locations.
- 6.9.21 Maps of the immediate local area will be displayed on the notice boards identifying locations of cycle parking, car club bays and public transport service access points. The notice boards will also be used to inform employees of any new travel initiatives or events organised by the STM.

6.10 MONITORING & REVIEW

- 6.10.1 The TP will be monitored on a five-year cycle. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.
- 6.10.2 The baseline travel survey will be undertaken within six months of occupation or at 75% occupancy of floorspace being occupied. This baseline survey represents the start of the WTP for monitoring purposes and is known as Year 0. The exact requirements for the monitoring and baseline surveys will be discussed with local authority.
- 6.10.3 Monitoring and review will be the responsibility of the TPC for each unit supported by the STM.

ACTION TARGET MONITORING & REPORTING:

- 6.10.4 To measure progress against the action target, the following monitoring regime is proposed:
- Annual reporting
 - ⊙ The number of workplaces completed and first occupied in each year will be reported to the approving authority together with confirmation that each occupier has been provided with copies of the travel pack.

AIM TARGET MONITORING & REPORTING

- 6.10.5 To measure progress against the aim target, the following monitoring regime is proposed, if required:
- Year 1 survey
 - ⊙ A compliance monitoring survey will be undertaken during the first reasonably practicable neutral month following 75% occupation of floor space and a monitoring report setting out the surveyed results will be submitted to the approving authority.
 - Years 3 and 5 surveys (if required)
 - ⊙ A compliant monitoring survey will be undertaken during the same neutral month as the year one survey in years 3 and 5 and a monitoring report setting out the surveyed results will be submitted to the approving authority.
- 6.10.6 The monitoring of surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken at this stage.



6.11 ACTION PLAN

- 6.11.1 The programme for the implementation of the Travel Plan measures where applicable is set out in Table 6-5 and sets out tasks, intended implementation dates and responsibilities. The funding and responsibility will pass on to the developers' successors if the site is sold on.
- 6.11.2 Further measures for approval of the LBI will be investigated and brought forward as part of the monitoring report if targets appear unlikely to be achieved. Such measures would be binding and subject to a further monitoring period to be agreed with the LBI.

Table 6-5: Workplace Action Plan

ACTION	TARGET (VALUES)	TARGET DATE	FUNDING	INDICATOR/ MEASURED BY	RESPONSIBILITY
Appointment of TPC	N/A	Prior to occupation	Developer	Appointment of TPC	Developer
Agree Travel Plan Objectives and Targets with LBI	N/A	Prior to occupation	Developer	Agreement being reached with LBI	Developer
Agree Travel Plan Measures and Travel Pack with LBI	N/A	Prior to occupation	Developer	Agreement being reached with LBI	TPC
Provision of cycle parking secured through planning	38 long stay and 36 short stay spaces	Prior to occupation	Developer	Completion of cycle parking and it being made available for employee use	Developer
Dissemination of the Travel Pack to each workplace	Access to Travel Pack per employee	At first occupation of each workplace	Developer	Dissemination of the Travel Pack to each employee	Developer
Action Monitoring and reporting to LBI	N/A	Following first occupation	Developer	Receipt of reports by LBI	Developer
Undertake initial travel surveys	N/A	Within 6 months or reaching 75% occupation of floorspace	Developer	Receipt of survey results	TPC
Agree target values for mode split with LBI	Target subject to negotiations with LBI	1 month after initial travel survey undertaken	Developer	Receipt of written agreement of targets.	TPC
Undertake travel surveys and analysis for the duration of the monitoring period and discuss results with LBI	N/A	Year 1, 3 and 5 on anniversary of the initial travel surveys	Developer	Receipt of survey results	TPC
Propose and bring forward further measures for approval of the LBI as part of the monitoring report if targets appear unlikely to be achieved.	Implement further measures to be agreed with LBI	Between every other anniversary of the initial travel surveys up to 5th anniversary	Developer	Receipt of survey results	TPC



7 BREEAM ASSESSMENT

7.1 INTRODUCTION

7.1.1 BREEAM is a sustainability assessment and certification scheme for the built environment. The BREEAM 2018 guidance sets out several measures that should, as a minimum, be considered as part of the Travel Plan for development. BREEAM assesses, encourages and rewards environmental, social and economic sustainability throughout the built environment. The assessment encourages continuous performance by providing certification which has benefits for the environment, infrastructure and communities.

7.1.2 Many of these items have been identified for implementation through this Travel Plan. For ease of reference to the BREEAM scoring criteria, these minimum requirements are set out below alongside how this Travel Plan responds to the identified opportunities.

7.2 BREEAM TRA 01 - TRANSPORT ASSESMENT AND TRAVEL PLAN

7.2.1 Tra 1 requires a Transport Assessment and Travel Plan to be prepared.

7.2.2 As illustrated within the Transport Assessment, the development will generate additional trips, with the majority of them using public transport. Considering the significant public transport provisions that are available, the additional trips can be accommodated on the transport network. Compliance is therefore demonstrated with BREEAM guidelines.

7.2.3 This document (and the Transport Assessment) provide the evidence required to satisfy the BREEAM Tra 01 requirements. In summary:

- ⊙ Existing and forecast travel patterns, mode shares and impacts are quantified;
- ⊙ The transport network is detailed and assessed for all modes;
- ⊙ Local amenities have been reviewed;
- ⊙ The Public Transport Access Index has been calculated and equates to an excellent PTAL score (6a);
- ⊙ Existing and proposed cyclist facilities are detailed;
- ⊙ Various site-specific measures are identified that will encourage sustainable travel;
- ⊙ The Travel Plan will be implemented and supported by the building's management; and
- ⊙ Level and step-free access is accommodated in the design:

 - ⊙ Building entrances will provide step-free access via lifts to the upper levels.
 - ⊙ The cycle ramps provide step-free access to cycle parking.

7.2.4 On this basis two credits are achieved.

7.3 BREEAM TRA 02 – SUSTAINABLE TRANSPORT MEASURES

7.3.1 Tra 2 assesses the potential of local public, private and active transport through provision of sustainable transport measures appropriate to the site.



7.3.2 The key values are to:

- ⦿ Encourage improvement of public transport provision;
- ⦿ Reduce building users' carbon footprint and associated negative environmental impacts, improving local air quality and reducing local congestion;
- ⦿ Encourage reliance on active travel and engagement with local authorities;
- ⦿ Promote provision of electric car recharging stations and reduced reliance on cars; and
- ⦿ Increase provision of local amenities.

7.3.3 The award of credits is related to the existing Access Index (AI) of the site.

7.3.4 The centre of the site has a PTAL of 6a and a summary of public transport services is summarised in Table 7-1

Table 7-1: Summary of AI

SERVICE	ACCESS INDEX	SERVICES	KEY STOPS / STATIONS (WALK TIME)
Bus	18.1	393, 259, 254, 91, 17, 253	Camden Road (2 minutes)
Underground	7.84	Piccadilly Line	Caledonian Road Station (10 minutes)
Total	25.94		

7.3.5 The site has a maximum AI of 25.94 which means credits are awarded for the following points scores as shown in Table 7-2. If 10 points are achieved, then the maximum 10 credits can be awarded.

Table 7-2: Credits available for AI \geq 25 & < 40

AI OF \geq 40 POINTS	CREDITS
1	1
	2
2	3
	4
3	5
4	6
5	7
6	8
7	9
8	10

7.3.6 The points that are targeted through this Framework Travel Plan are summarised below.

Table 7-3: Sustainable public, private and active transport measures

ASSESSMENT OPTION	SUSTAINABLE TRANSPORT MEASURES	POINTS ACHIEVED	DEVELOPMENT SUMMARY
Public transport measures			
1	1. The existing AI calculated in Tra 01 achieves the following: \geq 4 for prison or MOD sites, rural location sensitive buildings, and other building	1	Access Index exceeds 25

ASSESSMENT OPTION	SUSTAINABLE TRANSPORT MEASURES	POINTS ACHIEVED	DEVELOPMENT SUMMARY
	group 3 ≥ 8 for all other building types		
2	<p>2. Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development;</p> <p>OR</p> <p>3. Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions.</p> <p>OR</p> <p>4. Provide a dedicated service, such as a bus route or service (See Definitions).</p>	0	As demonstrated by the high Access Index the existing public transport provision is already 'excellent' and therefore no public transport measures are proposed.
3	5. Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	0	A public transport information system is not currently provided for however, as suggested in the above measures section, provision will be reviewed as the design develops and could be included in the final travel plan.
Private transport measures			
4	6. Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	1	The development is car-free, with the exception of disabled parking. Electric recharging stations will be provided for all parking spaces.
5	<p>7. Set up a car sharing group or facility to facilitate and encourage building users to car share.</p> <p>OR</p> <p>8. Raise awareness of the sharing scheme with marketing and communication materials.</p> <p>OR</p> <p>9. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development.</p> <p>OR</p> <p>10. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.</p>	0	The scheme focuses on sustainable travel by walk, cycle and public transport. The development will not encourage car trips by facilitating car sharing or providing parking for car sharers.
Active travel measures			
6	<p>11. During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it.</p> <p>OR</p> <p>12. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.</p>	1	<p>Local Authority and Transport for London highways officers have been consulted during the pre-application stage. No specific measures have been identified for improvement.</p> <p>The scheme will provide short stay cycle parking for public use.</p> <p>The scheme will incorporate new cycle routes throughout the site.</p>



ASSESSMENT OPTION	SUSTAINABLE TRANSPORT MEASURES	POINTS ACHIEVED	DEVELOPMENT SUMMARY
7	13. Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5.	1	The proposed cycle storage will exceed the minimum levels.
	14. Option 7 has been achieved.		
8	15. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see Definitions for the scope of each compliant facility - Showers, Changing Facilities, Lockers, Drying Spaces	1	Showers, changing facilities will be provided.
9	16. Existing amenities: At least three existing accessible amenities are present, see Table 7.6, where relevant for a Building Group.	1	At least three amenities are available within a 500m walk distance.
10	17. Enhanced amenities: Ensure a minimum of one new accessible amenity, in accordance with Table 7.6, for the relevant Building Group, is provided. OR 18. Ensure more than one new accessible amenity, in accordance with Table 7.6 for the relevant Building Group, is provided.	2	The proposed development will provide flexible Class E space.
Alternative transport measures			
11	19. Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	0	Whilst no specific improvement measures are proposed the site will also provide the following aspects that will further encourage sustainable travel: A. No car parking will be proposed to discourage car trips and encourage travel by sustainable modes B. Cycle parking (and lockers and showers) will be provided well in excess of the minimum levels, to further encourage active travel C. New short stay cycle parking will be provided outside the site and will be publicly available D. A Delivery & Servicing Plan will be implemented that minimises servicing trips, re-times trips to off-peak hours and encourages deliveries to be made by electric vehicles and cargo bicycles
Total Points		8	

AMENITIES

7.3.7 The following amenities are applicable for option 9 and 10:

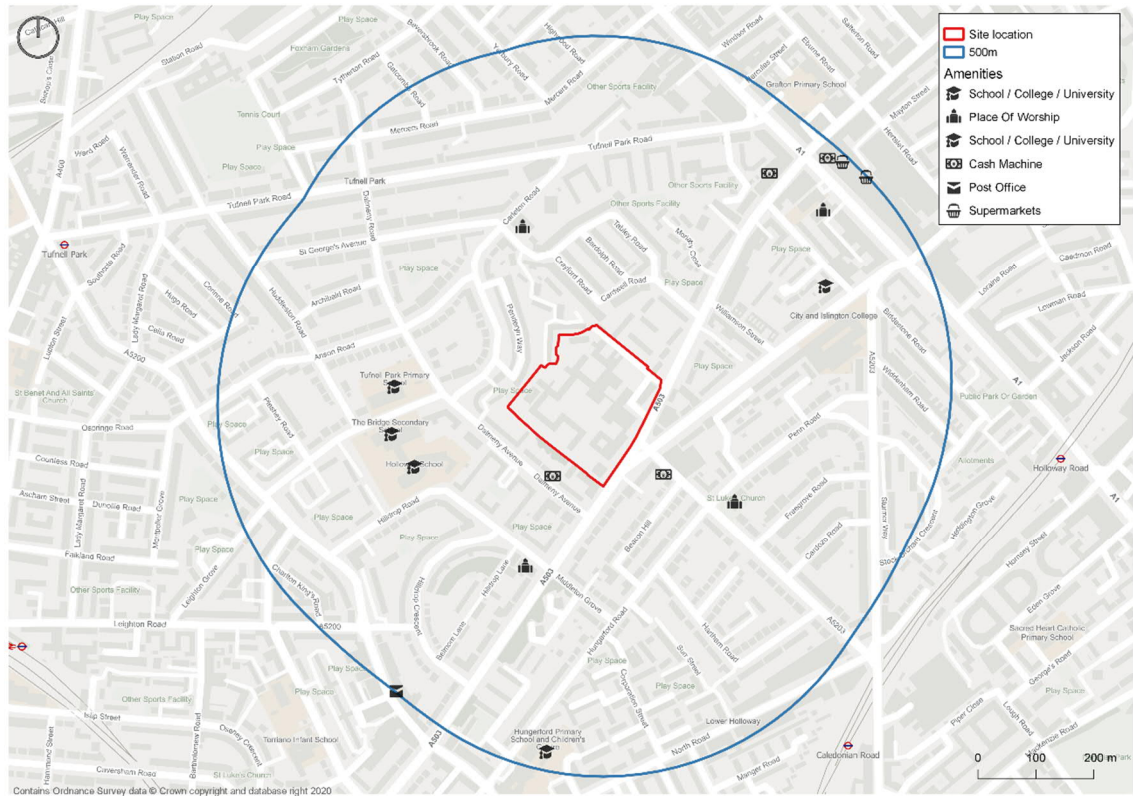
- ⊙ Appropriate food outlet
- ⊙ Access to cash
- ⊙ Access to an outdoor open space (public or private, provided suitably sized and accessible to building users)
- ⊙ Access to a recreation or leisure facility for fitness or sports
- ⊙ Publicly available postal facility
- ⊙ Community facility
- ⊙ Over the counter services associated with a pharmacy
- ⊙ Public sector GP surgery or general medical centre



- ☉ Child care facility or school

7.3.8 Figure 7-1 shows the amenities in the vicinity of the site; there are more than three amenities available within 500m of the site boundary.

Figure 7-1: BREEAM Amenities



SUMMARY

7.3.9 In relation to Tra 02 a total of 8 points are achieved, which achieves 8 credits.

7.3.10 Therefore a total of 10 credits associated with Tra 01 and Tra 02 can be achieved.



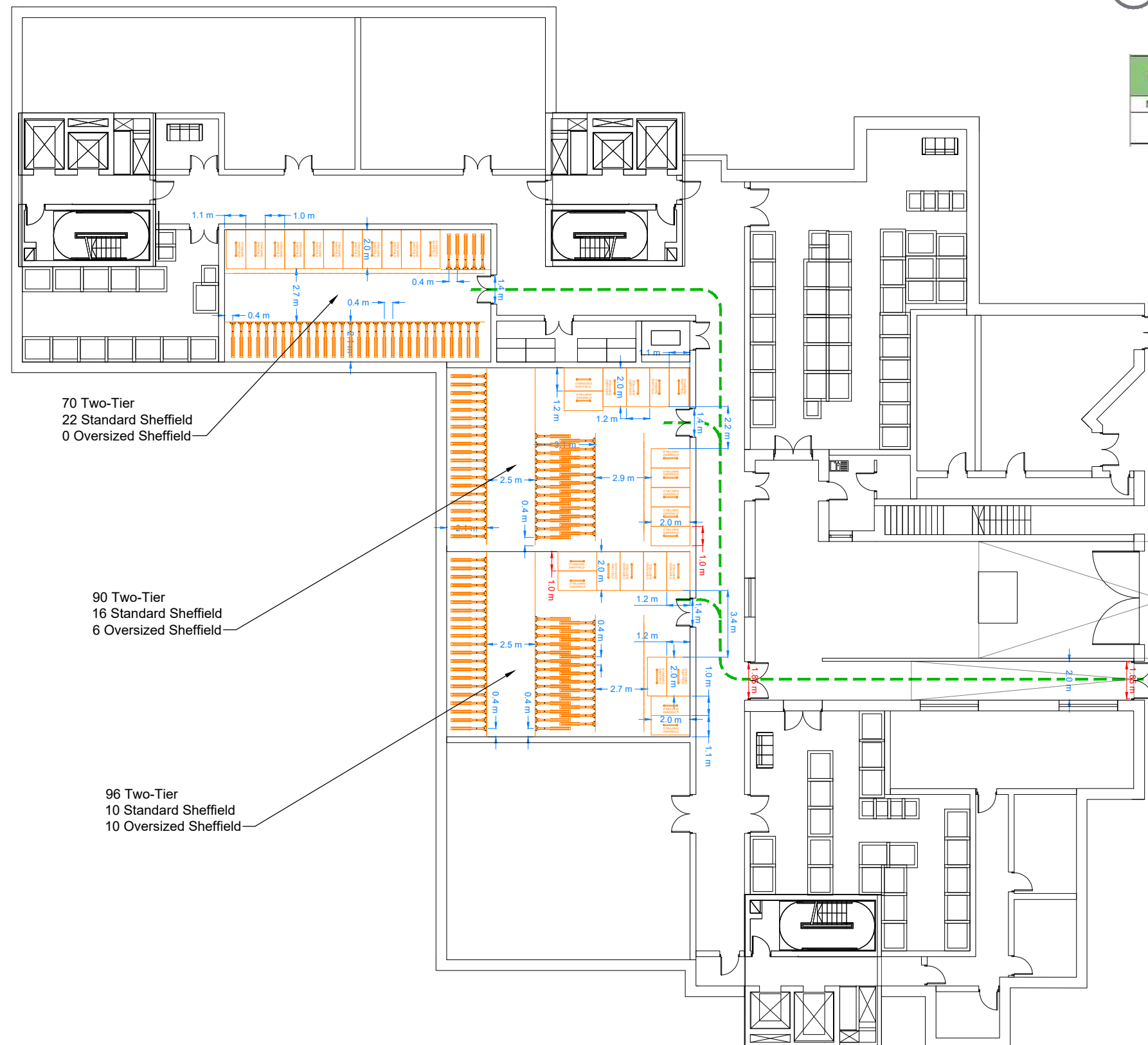
APPENDIX A

CYCLE PARKING PROVISION





PLOT A - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	356	67	22	445
Provided	336	88	22	446
	75%	20%	5%	100%



70 Two-Tier
22 Standard Sheffield
0 Oversized Sheffield

90 Two-Tier
16 Standard Sheffield
6 Oversized Sheffield

96 Two-Tier
10 Standard Sheffield
10 Oversized Sheffield

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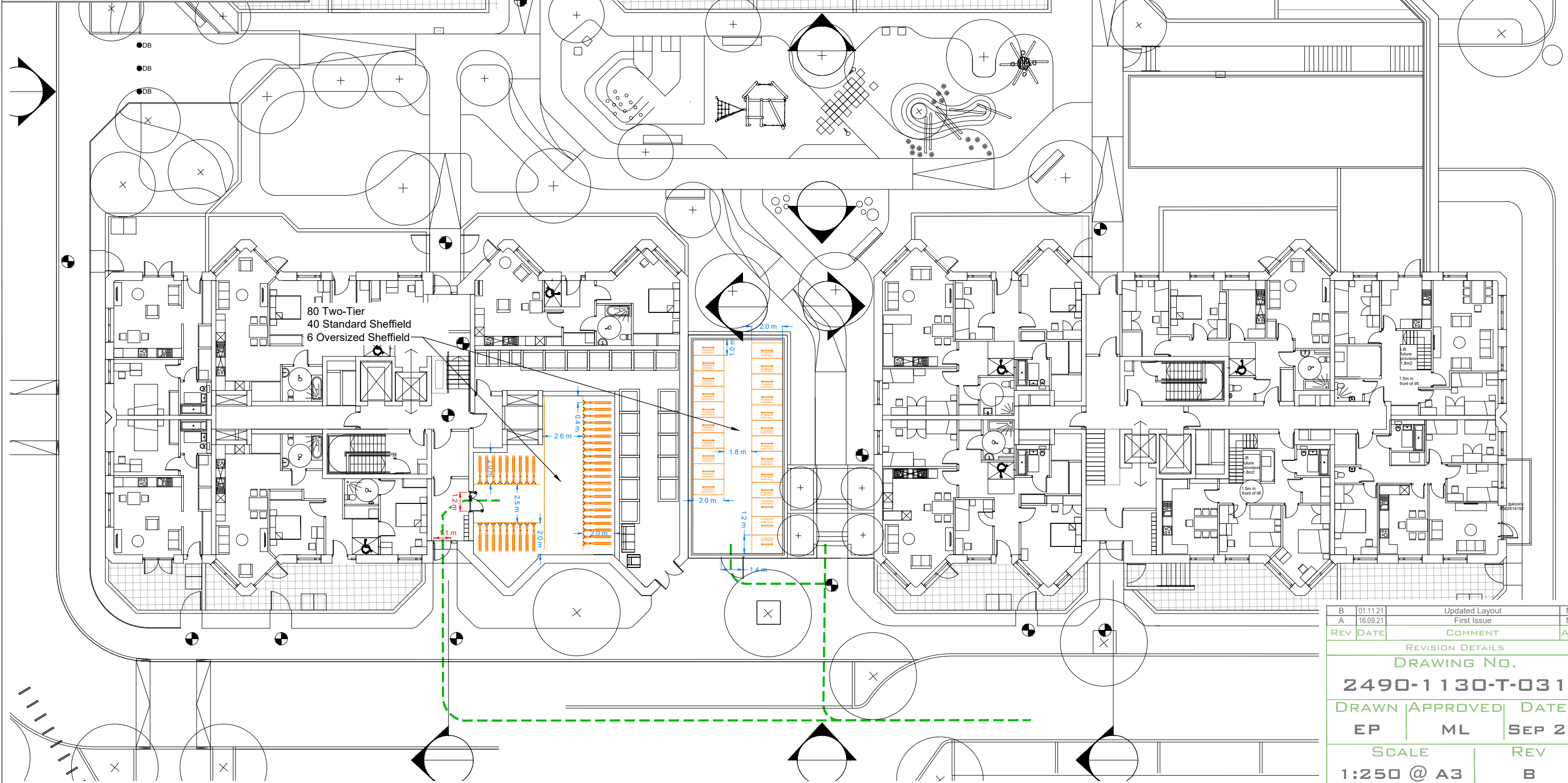
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PLOT A - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	356	67	22	445
Provided	336	88	22	446
	75%	20%	5%	100%



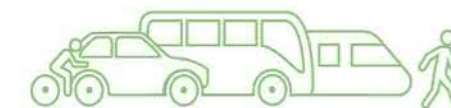
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**CYCLE STORAGE PROVISION
BLOCK A - UPPER GROUND**





PLOT B - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	464	87	29	581
Provided	474	88	32	594
	80%	15%	5%	100%

PLOT B - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	13	2	1	16
Provided	0	16	0	16
	0%	100%	0%	100%

76 Two-Tier
14 Standard Sheffield
6 Oversized Sheffield

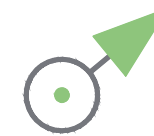
68 Two-Tier
12 Standard Sheffield
4 Oversized Sheffield

180 Two-Tier
34 Standard Sheffield
12 Oversized Sheffield

66 Two-Tier
28 Standard Sheffield
4 Oversized Sheffield

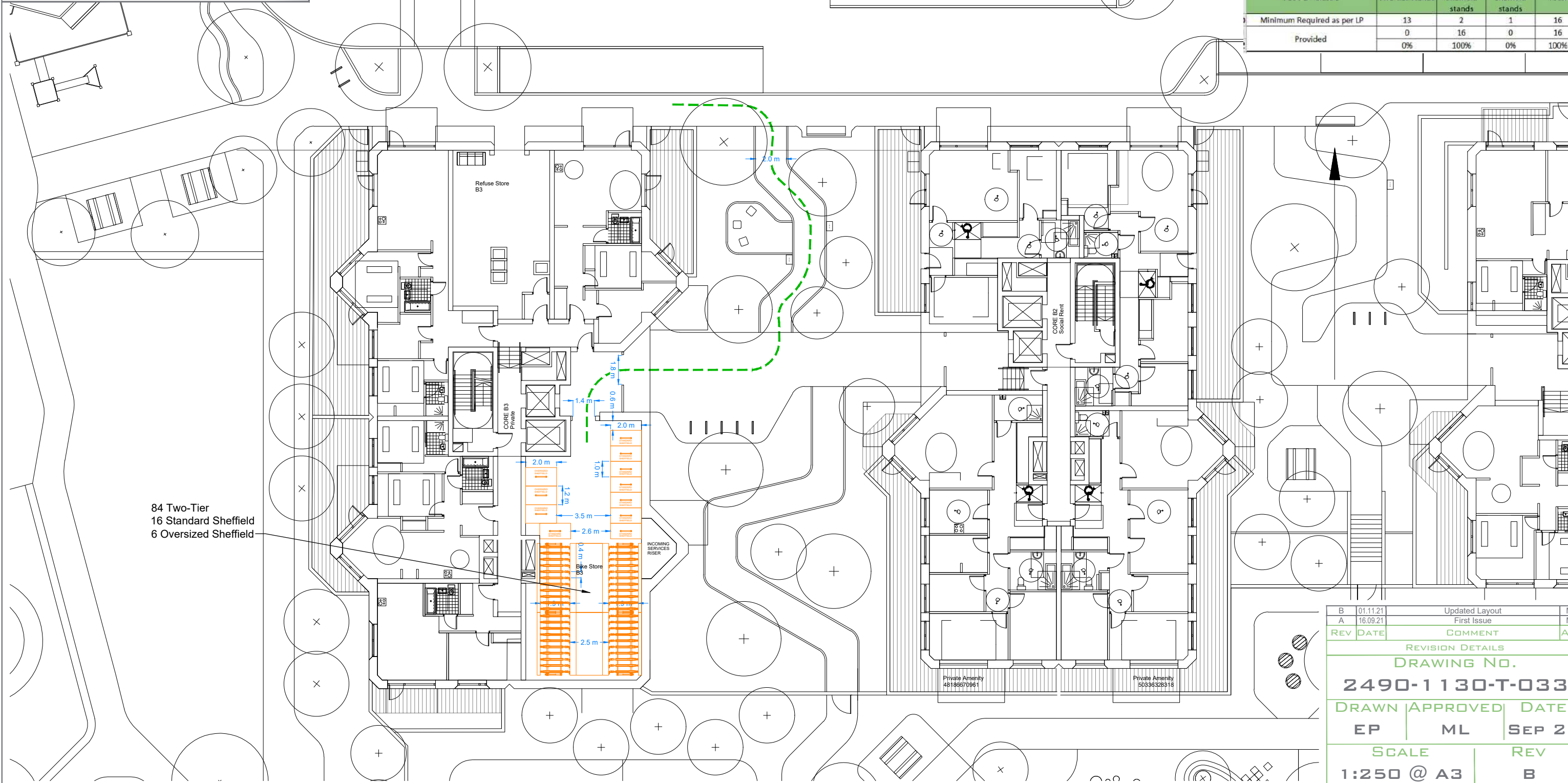
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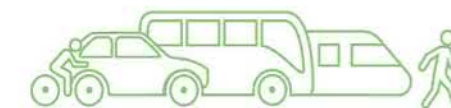
PLOT B - Residential Parking				
	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	464	87	29	581
Provided	474	88	32	594
	80%	15%	5%	100%

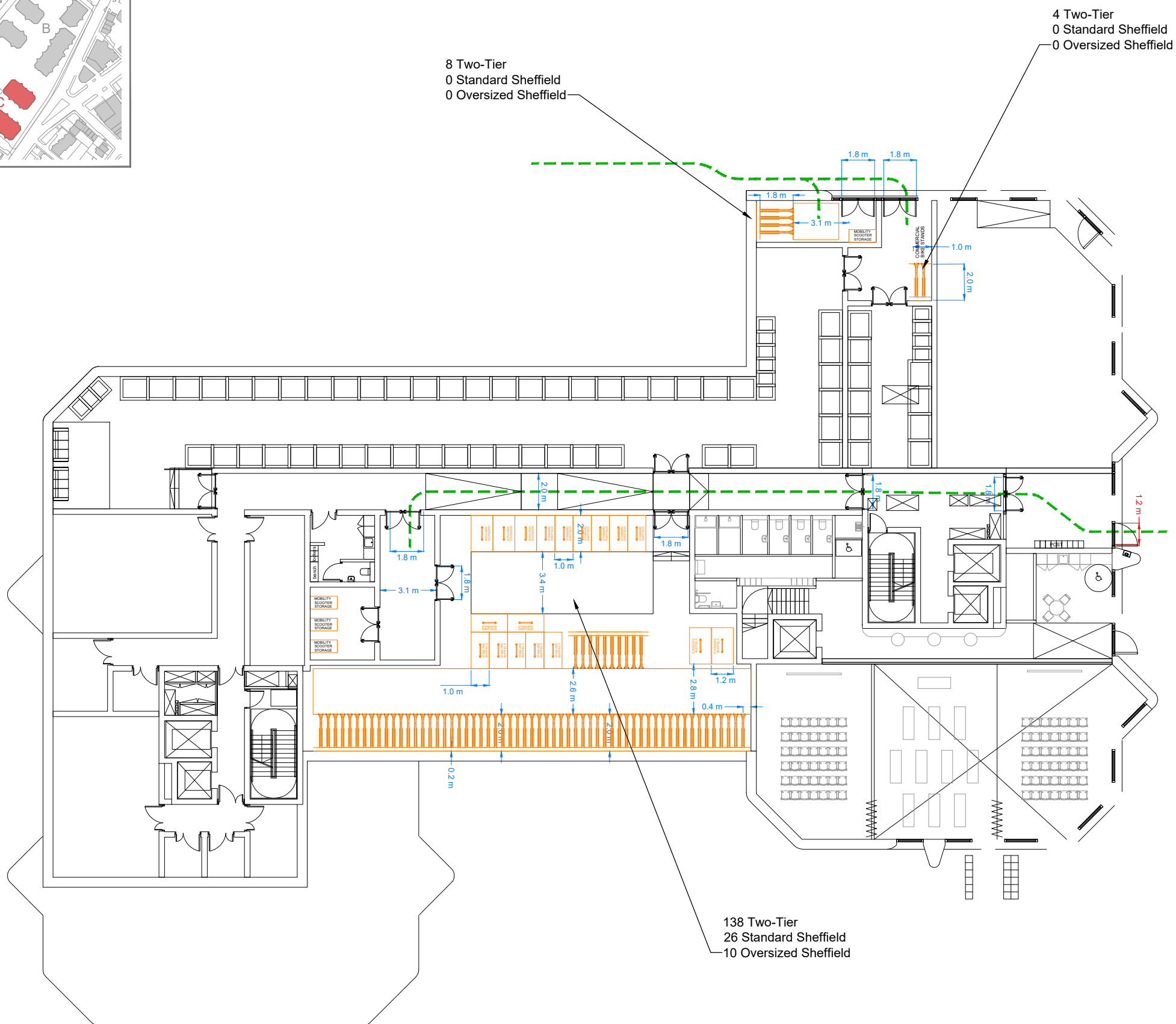
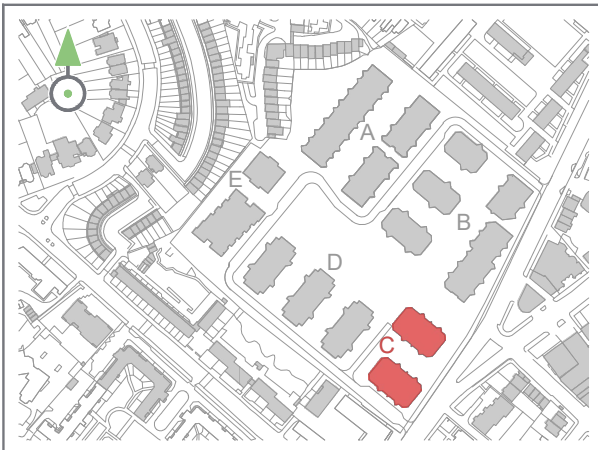
PLOT B - Class E				
	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	13	2	1	16
Provided	0	16	0	16
	0%	100%	0%	100%



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8 Two-Tier
0 Standard Sheffield
0 Oversized Sheffield

4 Two-Tier
0 Standard Sheffield
0 Oversized Sheffield

138 Two-Tier
26 Standard Sheffield
10 Oversized Sheffield

PLOT C - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	235	44	15	294
Provided	80%	15%	5%	100%

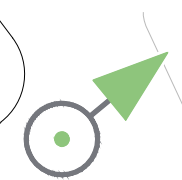
PLOT C - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	4	0	0	4
Provided	100%	0%	0%	100%

PLOT C - Women's Building	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	6	1	0	7
Provided	44%	56%	0%	100%

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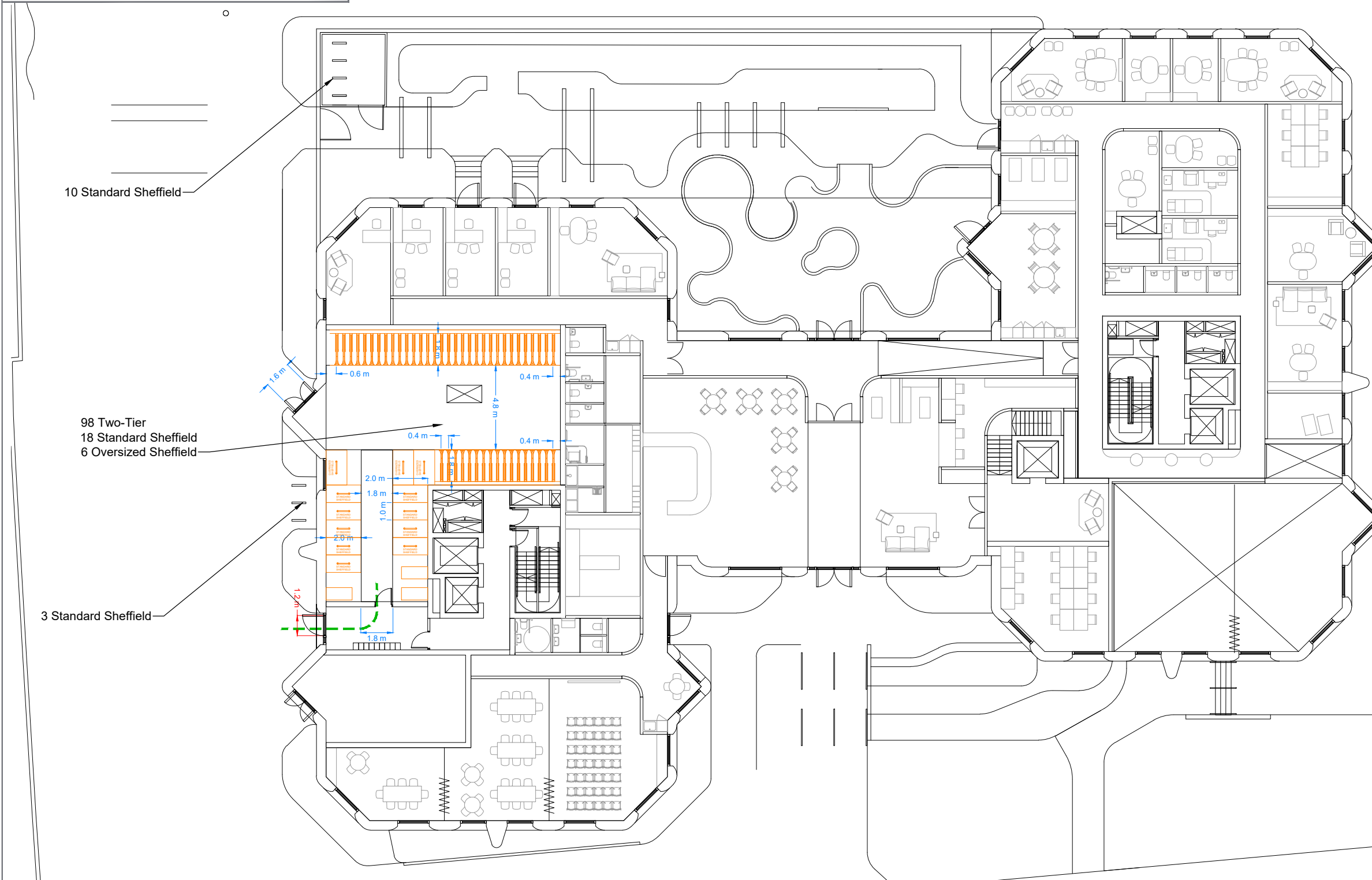




PLOT C - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	235	44	15	294
Provided	236 80%	44 15%	16 5%	296 100%

PLOT C - Class E	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	4	0	0	4
Provided	4 100%	0 0%	0 0%	4 100%

PLOT C - Women's Building	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	6	1	0	7
Provided	8 44%	10 56%	0 0%	18 100%



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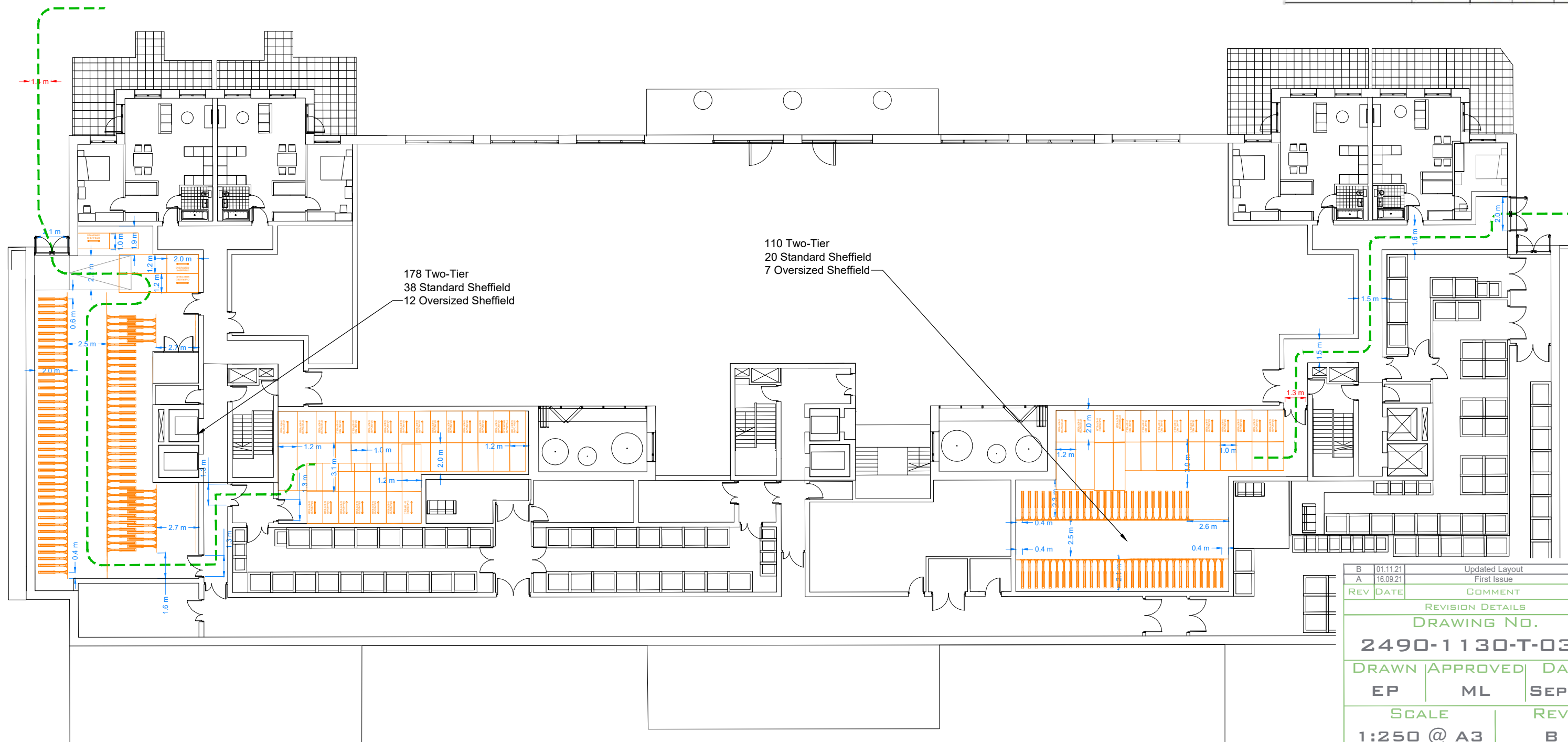
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PLOT D - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	286	54	18	358
Provided	80%	15%	5%	100%

PLOT D - Concierge	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LBI	0	4	0	4
Provided	0%	100%	0%	100%



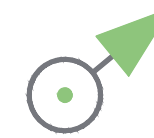
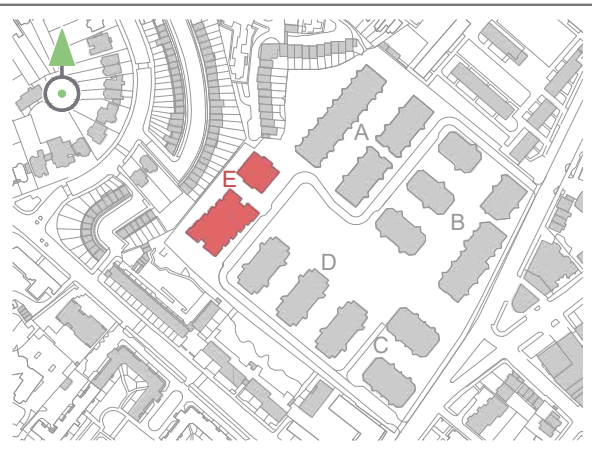
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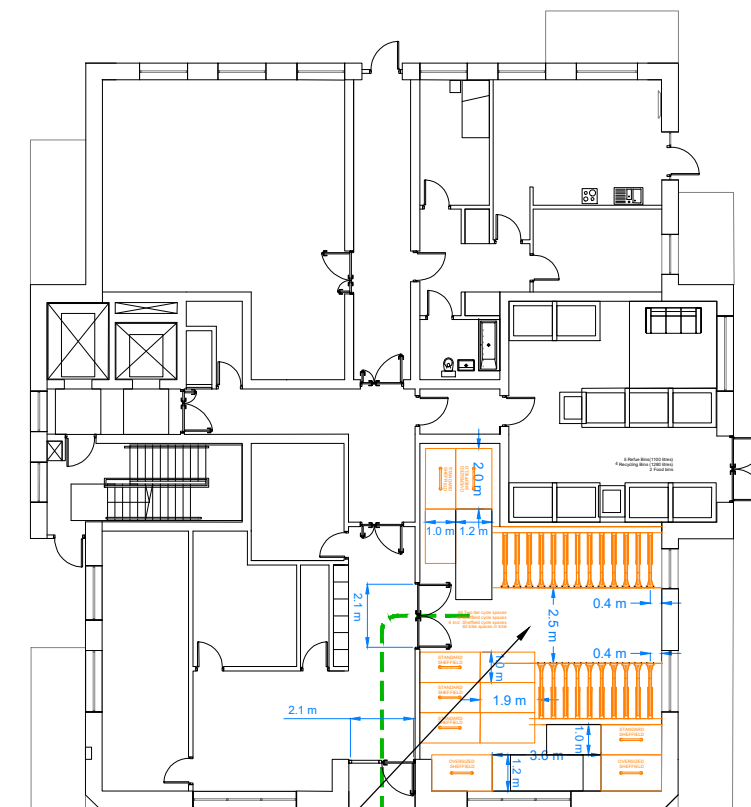
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**CYCLE STORAGE PROVISION
BLOCK D - LOWER GROUND**





PLOT D - Residential Parking	Two-tier stands	Standard Sheffield stands	Oversized Sheffield stands	Total
Minimum Required as per LP	119	22	7	149
Provided	118	24	12	154
	77%	16%	8%	100%

72 Two-Tier
14 Standard Sheffield
6 Oversized Sheffield



46 Two-Tier
10 Standard Sheffield
6 Oversized Sheffield

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