

**Camden Council**  
16th February 2009



# Delivering Travel Plans through the Development Control Process

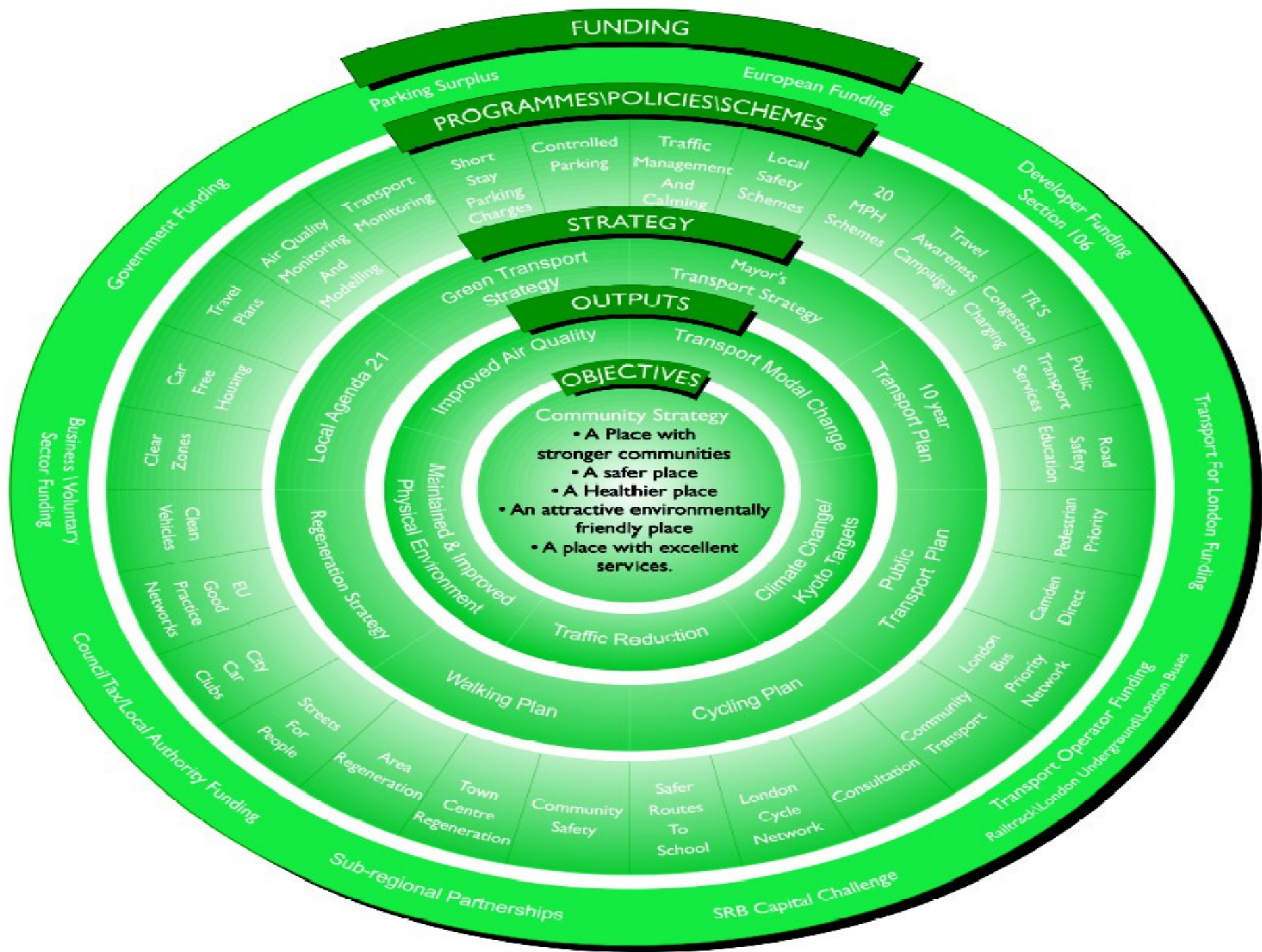
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London Borough of Camden**



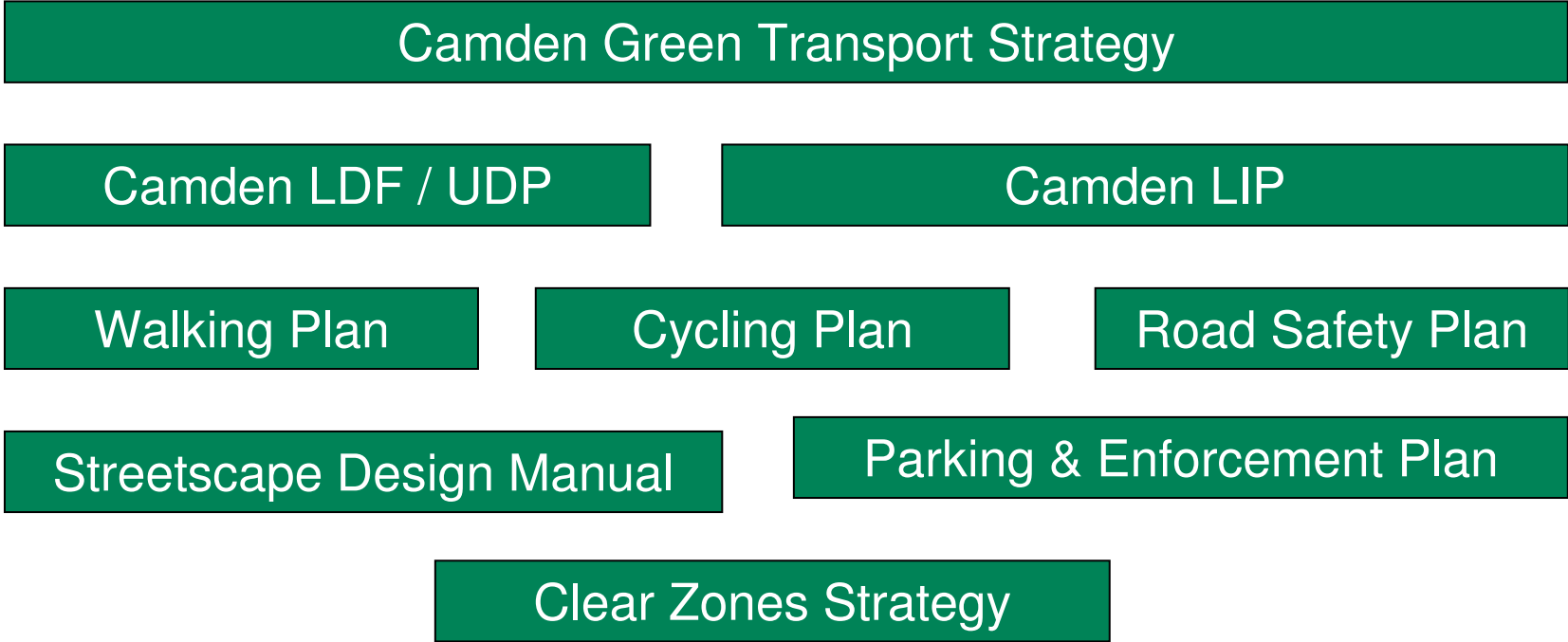
# Community Strategy – our commitments

- Creating a sustainable Camden that adapts to a growing population
- Making our contribution to reduce emissions of carbon dioxide in line with national targets
- Making Camden a low carbon and low waste borough by 2012





# Transport policy & statutory context - Camden



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# Development Management

**Camden is leading the way nationally with its development management and sustainable development measures and has secured and/or required the following in regard to new development from May 2008 to May 2009:**

- Over £4 million from developers as highways contributions towards footway improvements, street furniture consolidation, de-cluttering, pedestrian accessibility, footway improvements, car clubs, a cycle station and Legible London
- 245 planning applications to be car-free, including 1742 new residential units
- 4,528 Cycle parking spaces
- 162 Construction Management Plans to manage the effects of construction on transport
- 46 Servicing Management Plans to manage the effects of servicing on transport
- 20 Residential Travel Plans and 6 Workplace Travel Plans

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# Camden's DC Approach

- Travel Planning is like baking a cake!
- Policy –UDP, LDF, MTS, London Plan, TfL's Investment Plan, PPG13, TMA, Transport 2010
- TfL Guidance –schools, businesses, residential, event and leisure

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# Ingredient 1: Compliance with UDP & Guidance

- Wording to indicate that the travel plan is compliant with Guidance on Workplace Travel Planning for Development/Residential Travel Planning in London.
- Always reassuring...

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## Ingredient 2: Monitoring

- Commitment to monitor the plan on a consistent basis i.e. annually or bi-annually
- Communicating monitoring reports with council officers regularly
- Data capture through staff travel surveys to take place at systematic intervals to show comparable results
- Informal feedback with occupying staff to go alongside results
- Clear timeline illustrating monitoring schedule for initial 5-10 years

## Ingredient 3: Robust Targets

- Targets should be clear and relevant to site and occupiers
- Linked with proposed measures, key to achievement of plan's objectives
- Important to alert staff to targets through various communication channels
- Commitment for TPC to input all data (including initial site audit) into iTRACE

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## Ingredient 4: Travel Plan Co-ordinator

- No cake without a cook
  - Confirmation that a travel plan coordinator will be appointed and the provision of a named person
  - Description of position as well as any relation to other duties that may conflict
  - When site is occupied, communication of TPC details to occupiers with details of role and responsibilities
  - A commitment to secure position within development/organisation to ensure continuity
- This is key to establishing a successful travel plan!**

## Ingredient 5: Site Specific Measures and links to harder measures

- Set of measures that are tailored to the specific site and occupiers
- Where possible based on results from a survey of existing staff, or referencing best practice from a similar site elsewhere
- Any measures must be directly related to any targets set though the action plan and aimed at supporting these targets
- Effective promotion of measures to support implementation

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## Ingredient 6: Contingency planning

- Clear wording that references the adaptation and development of the plan in the event of changing circumstances
- The possible adoption of interim targets linked to the main objectives as contingency
- Up to developer/consultant to develop an appropriate list of remedial measures

# Ingredient 7: Budget

- Seldom included in travel plans.
- Inclusion of indicative budgets available to the TPC for implementing each of the primary and remedial measures gets you huge bonus points.
- Linking s106 contributions for wider transport methods (e.g. contribution to bus/cycle etc) to successful implementation (or otherwise of the travel plan) is an area worth exploring.
- Needs robust analysis and ability to monitor attainment independently.

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## Ingredient 8: Personal Touch

Commitment from the developer/final occupier to the travel plan (in the form of a signed letter, or references to work already completed in this field elsewhere by the occupant etc) always pleases.

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## Ingredient 9: Signed alongside the s106

Commitment from the developer/final occupier to the travel plan (in the form of a signed letter, or references to work already completed in this field elsewhere by the occupant etc) always please.

# Ingredient 10: The legal agreement

- Putting the cake in the oven
- Condition versus S106 agreement
- We try to have the approved travel plan appended to the s106 when it is signed.
- Easy if engagement has commenced in the pre-app stage...  
... harder if you send it in one day before the thirteenth week.
- Business Travel Plans, School Travel Plans,
- Put on computer system

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# Challenges

- Scale and kind of development
- Condition versus S106 agreement
- Monitoring and enforcement post securing TP
- Business Travel Plans, School Travel Plans and Leisure Plans
- Engagement at pre-app stage...
- Travel Planning for events where licenses & planning permission is required – Kenwood House, Football World Cup Fan Zones, Olympics

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# For Further Information Contact:

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