

# *Heythrop* --- *College*

**Planning Application**  
Interim Travel Plan

24 August 2018

**ARUP**

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# 1 Introduction

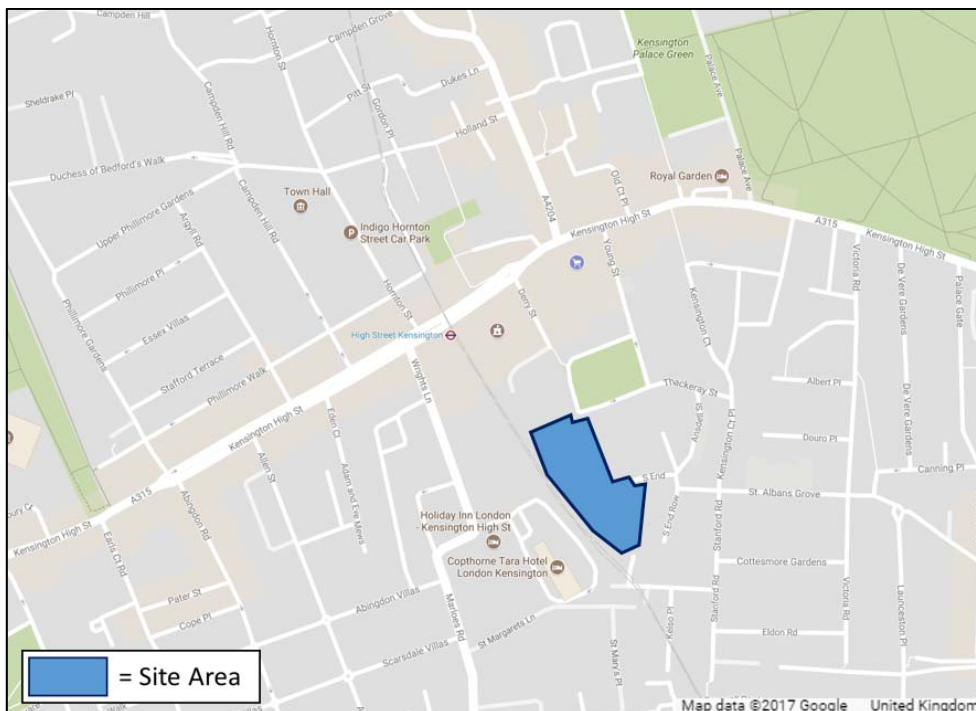
## 1.1 Background

This Interim Travel Plan (ITP) has been prepared by Arup to accompany applications being submitted by the Applicant, Leopard UK Kensington PropCo Ltd, to the Royal Borough of Kensington and Chelsea.

The proposal is for three townhouses, an extra care facility including units, communal facilities and service areas, community hall and on-site affordable housing.

The existing site is predominantly occupied by Heythrop College (part of the University of London) which is a theology and philosophy college. Heythrop College comprises teaching facilities, student accommodation (approximately 110 bed spaces), academic offices, libraries, study space, conference rooms and support facilities such as common rooms, kitchen, dining room and social space.

The location of the site is shown in **Figure 1**.



**Figure 1: Site location**

## 1.2 Travel Plan Scope

This document supports the transport strategy for the site, focusing on the extra care element, the predominant use of the site. The document identifies the sustainable transport principles, aims and objectives for the development that will be incorporated into a full Travel Plan once the site becomes operational.

The Full Travel Plan, to be developed based on this Interim version, will promote active travel for residents and staff and encourage use of sustainable modes of transport.

### 1.3 Approach and Timescales

This Travel Plan has been produced in accordance with Transport for London's (TfL's) latest Travel Plan Guidance (available on-line).

The proposed development is anticipated to be operational by 2024 and the Full Travel Plan will be submitted for approval prior to occupation. Within one year or at least 50% of the site being occupied a baseline travel survey will be undertaken to confirm the baseline mode shares. Subsequent travel surveys will take place annually to monitor the travel activity associated with the site.

This Travel Plan should be read in conjunction with the Transport Assessment (TA) for the proposed development, prepared by Arup.

### 1.4 Contact Details

Below is a summary of the current information regarding the overall responsibility for the Interim Travel Plan.

- Organisation name: This Interim Travel Plan has been produced on behalf of Leopard UK Kensington PropCo Ltd by Arup. The Travel Plan is the property of Leopard UK Kensington PropCo Limited
- Organisation address: 18 Culford Gardens, London, SW3 2ST
- Local Planning Authority: Royal Borough of Kensington and Chelsea (RBKC)
- Address of development: Heythrop College, 23 Kensington Square, Kensington, London W8 5HN
- Travel Plan prepared by: Arup, 13 Fitzroy Street, London, W1T 4BQ
- Responsibility: Until appointment of the Travel Plan Coordinator, this Travel Plan will be the responsibility of a named individual at Leopard UK Kensington PropCo Limited. Ultimately, responsibility of the Travel Plan will pass to a named director/ senior manager at the development.

### 1.5 Travel Plan Structure

This document sets out the proposals that have been developed as part of the planning application for the proposed development. The Travel Plan forms a central element of the overall transport strategy and as part of a systematic approach to influence long term travel choice, this document:

- Provides a description of the existing site and the proposed development;
- Sets out the existing transport options available to the site;
- Articulates a series of objectives for the development;

- Identifies and describes the initiatives proposed to support the objectives;
- Provides a suggested plan, identifying parties responsible for the delivery of the travel plan; and
- Proposes a management and partnership structure for delivery and monitoring.

## 2 Description of the Development

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### 2.1 Existing Development

The site forms the south-western edge of Kensington Square and comprises a series of buildings which developed over time. The existing buildings largely form two parts to the site – north and south – separated by open space between.

The buildings on the northern portion of the site include 23 Kensington Square which was originally constructed as two townhouses between 1837 and 1839; a connected ‘college’ building which was constructed between 1859 and 1870; a series of later connected buildings and extensions constructed up to 1956; and 24 Kensington Square which was originally constructed as a townhouse in 1790. 23 Kensington Square, the connected ‘college’ building and 24 Kensington Square are Grade II Listed buildings, with the exception of the later extensions to the west of the connected ‘college’ building. The buildings on the northern part of the site have been extended and altered over time including heavy alterations to 24 Kensington Square and a range constructed in the 1920s to connect 23 Kensington Square to the adjoining ‘college’ building.

The buildings on the southern portion of the site range in height including two and three storeys (along South End, adjoining the terraces along South End Row and adjoining the railway line), and also up to nine storeys along the railway line. These buildings range in appearance and character, including poor quality mid-20th century buildings adjacent to the railway line.

The site is predominantly occupied by Heythrop College (part of the University of London) which is a theology and philosophy college. Heythrop College comprises teaching facilities, student accommodation (approximately 110 bed spaces), academic offices, libraries, study space, conference rooms and support facilities such as common rooms, kitchen, dining room and social space.

Due to falling student numbers, Heythrop College will vacate the site in October 2018. As a result of the planned closure, Heythrop College has been letting a small proportion of floorspace to Fordham College for education purposes (including teaching, student accommodation and conference space). There are two additional occupiers of the site including the Dyslexia Training Centre and Counselling in Companies. The site is wholly in residential institution use with the exception of 24 Kensington Square, which falls within the site boundary, and operates as a nursery.

Vehicular access to the existing development is provided from South End to the east of the site. Approximately 20 vehicles are regularly accommodated within the existing parking areas distributed across the Heythrop College site.

Public pedestrian access to the site is currently not permitted. Access is only permitted for employees and visitors to current site operations. Pedestrian access is from Kensington Square, through the existing college building whilst South End is closed off by a large set of gates.

## 2.2 Proposed Development

The proposed development is as follows:

- Reinstatement of three townhouses on Kensington Square (currently known as part of 23 and 24 Kensington Square); refurbishment of the existing college building (currently known as part of 23 Kensington Square) and use as extra care. Demolition of all other buildings on the site. Erection of a deck over the adjacent London Underground line and construction of buildings for use as extra care including units, communal facilities and services areas, community hall and on-site affordable housing. These proposals include associated access, parking, servicing and landscaping proposals.

## 2.3 Site Access

In accordance with the *Heythrop College Planning Brief SPD*, the access via South End will remain the only vehicular access into the proposed development, providing access to a basement car park and internal loading area with two loading bays. Emergency access will take place from South End and, if required, from Kensington Square, with vehicle parking on Kensington Square and emergency personnel entering the development using the pedestrian access.

The provision of a deck over the adjacent railway line will realise a new area of landscaped public realm, which will be open to the general public during the day. From Kensington Square the general public will be able to access the site, enjoy the facilities and walk through to South End. Access will also be permitted on the decked area over the Underground lines. It is intended that pedestrian access from Kensington Square will be closed during the evening and overnight. Access from South End will however be possible at all times, while being managed by the estates management team.

## 2.4 Car and Motorcycle Parking

A car park, providing 27 spaces, will be provided in the basement and accessed via a car lift. Of these spaces, 20 will be dedicated to extra care residents, four will be allocated the nuns attached to Maria Assumpta chapel (there is a legal covenant to retain access and parking provision for the nuns) and three spaces will be for each of the townhouses.

A valet service will be available to residents and a shuttle service will be provided to transport residents who require assistance from the valet drop off location to their residence. The offer of a valet service ensures that all spaces could be used by disabled drivers but 20 of the bays will be provided as accessible spaces.

Dedicated motorcycle parking is not proposed to be provided within the car park to maintain a low level of motorised journeys.

The provision of 20 spaces for the extra care land use is less than the suggested provision in RBKC's *Older People's Housing Design Guide* of 0.3 spaces per extra care unit. However, given the proximity of the proposed development to



local services the proposed provision is considered to be acceptable. No car parking spaces will be allocated to the affordable dwelling residents or for staff.

At least 40% of the parking bays will be equipped for electric vehicle charging, with the remainder of spaces passively enabled for future use. This accords with both RBKC parking standards and the latest *draft London Plan* requirements.

## 2.5 Cycle Parking

Cycle and mobility scooter storage for residents of the extra care and affordable dwellings will be provided in the basement. Parking for the extra care will be provided on a 1:1 basis (142 spaces) with the majority of spaces (113 spaces) for bicycles and 29 spaces for mobility scooters.

For the affordable housing element, cycle parking spaces will be provided in accordance with draft London Plan standards.

Cycle parking will predominantly be provided in the form of double stacked Josta stands. Parking for six accessible cycles will be provided in the form of Sheffield stands. Residents will be able to access cycles using the onsite concierge service.

A further ten cycle parking spaces will be provided for staff and visitors. Cycle parking for visitors will be incorporated into the public urban realm; public parking will be provided next to the community hall.

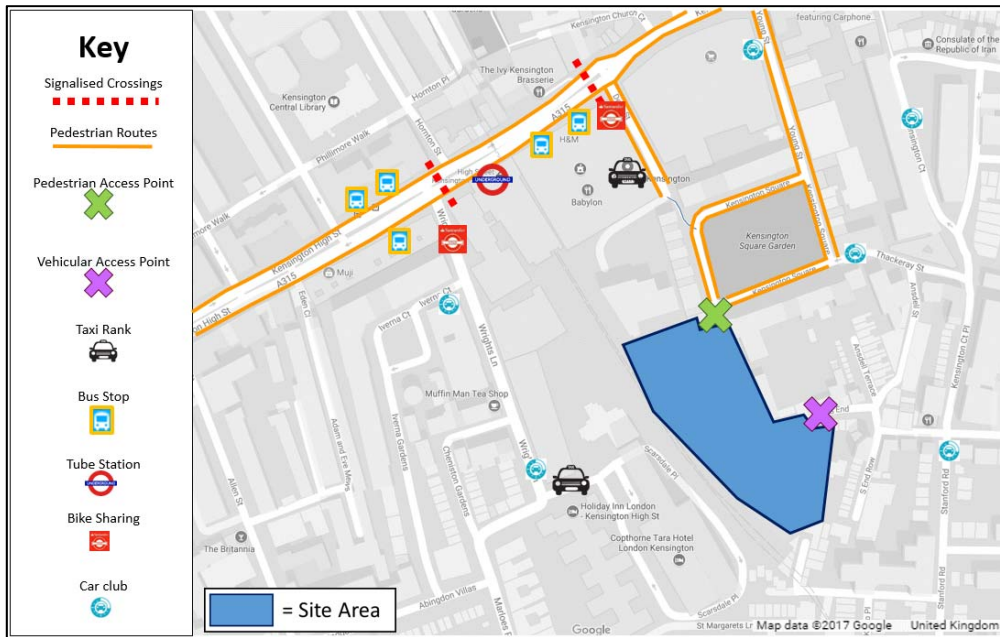
Additional access to cycles and mobility scooters will be available for extra care residents through an on-site hire scheme.

## 3 Existing Transport Provision

### 3.1 Introduction

This section provides a summary of the baseline transport conditions in the vicinity of the site. More details on the existing transport provision in the vicinity are provided in the accompanying TA.

**Figure 2** shows the main transport facilities located in the vicinity of the site.



**Figure 2: Transport provision in the vicinity of the site**

### 3.2 Pedestrians and Cyclists

The local pedestrian network provides good quality access to different land uses in the local area. Footways are provided on both sides of the roads that make up the local road network surrounding the site, providing connections to the local public transport network, residential dwellings and various commercial premises. The area is relatively level with provisions to allow for disabled access.

Pedestrian access to the site is currently provided via Kensington Square to the north of the site. Signalised pedestrian crossings are provided along Kensington High Street, near its junctions with Derry Street, Wrights Lane, Young Street, Kensington Court and Victoria Road.

There is currently no pedestrian access across the railway lines to the west of the site.

Cycle routes in the wider area consist of the Chiswick circular route and the TfL route through Hyde Park. Locally, the majority of roads surrounding the site are recommended by TfL for use by cyclists. Sheffield stands are provided on Kensington High Street, to the north of the site.

The Santander cycle hire scheme provides another cycling option. Nearby docking stations can be found on Derry Street and Wrights Lane; both within 200 metres of the site.

### 3.3 Public Transport

According to TfL's WebCAT database, the site has a Public Transport Accessibility Level (PTAL) rating of predominantly 5 (with 1a being the lowest accessibility and 6b being the highest), which denotes good connections to public transport facilities in the local area. However, the southern section of the site has PTAL rating of 3.

The nearest London Underground station to the site is High Street Kensington Station, approximately 280m walking distance to the north of the site. The station is serviced by the Circle line, which provides connections to Edgware Road, Hammersmith and Paddington, and the District line, which provides connections to Edgware Road, Ealing Broadway and Wimbledon.

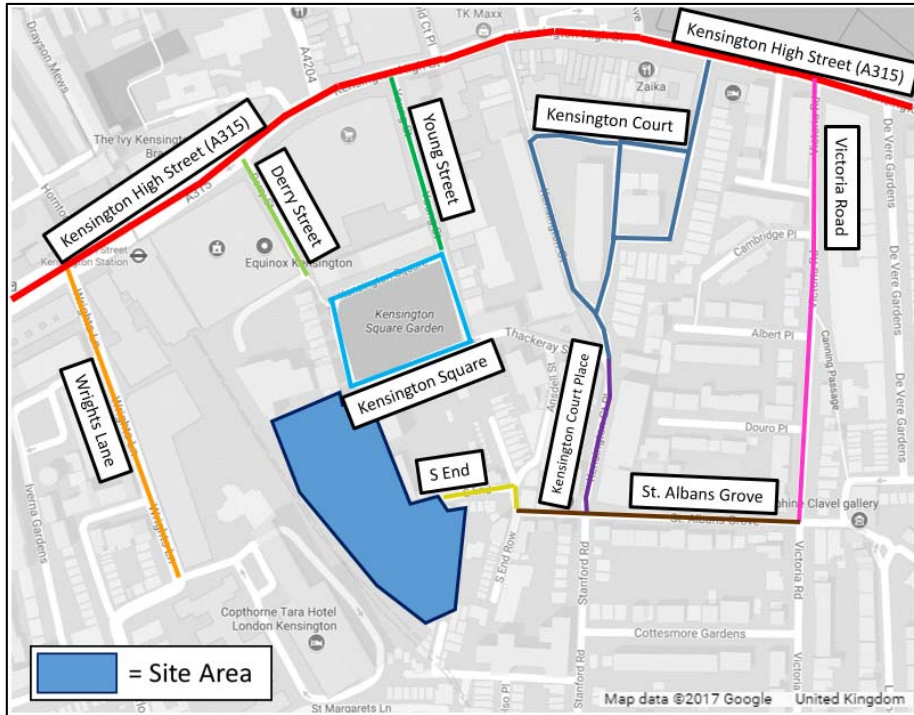
Ten bus services operate from four bus stops located on Kensington High Street, approximately 230-400m to the north of the site. The bus stops provide frequent services to destinations, including Camden Town, Chiswick, Notting Hill, Shepherd's Bush, Fulham, Hammersmith, Covent Garden, Kings Cross (frequencies range between 6-13 minutes for daytime services and 14-35 minutes for night time services).

### 3.4 Highway Network

The proposed development is located outside the central London Congestion Charging Zone (CCZ). The main streets surrounding the site are the following:

- Kensington High Street (A315);
- Derry Street;
- Wrights Lane;
- Scarsdale Place;
- Young Street;
- Kensington Court;
- Thackeray Street;
- Kensington Court Place;
- Victoria Road;
- St. Alban's Grove; and
- South End.

The locations of the streets comprising the local highway network are shown in **Figure 3**.



**Figure 3: Local Highway Network**

A TfL appointed taxi rank is located on Derry Street (two spaces, 24 hour operation, approximately 150m to the north of the site).

There are also a number of car clubs that have vehicles locally. Those nearby include:

- Kensington Court (one space, operated by Enterprise CarClub);
- Thackeray Street (one space, operated by Zipcar);
- Stanford Road (one space, operated by Enterprise CarClub);
- Derry Street (one space, operated by Enterprise CarClub);
- Wrights Lane (one space, operated by Zipcar); and
- Iverna Court (one space, operated by Enterprise CarClub).

### 3.5 Car Parking Provision

On-street car parking provision in the vicinity is shown in **Table 1**.

**Table 1: Existing On-Street Car Parking Provisions**

Street	Parking Bays Available
South End	Resident permit holder spaces
Ansdell Street	Resident permit holder spaces
Ansdell Terrace	Resident permit holder spaces
Thackeray Street	Resident permit holder spaces, car club parking and motorcycle bays

Street	Parking Bays Available
St Albans Grove	Resident permit holder spaces
Kensington Square north	Resident permit holder spaces
Kensington Square east	Resident permit holder spaces
Kensington Square south	Resident permit holder spaces
Wrights Lane	Car club, pay and display spaces, disabled spaces and motorcycle bays
Scarsdale Place	Pay and display spaces
Victoria Road	Permit holder spaces, disabled spaces and pay and display spaces
Victoria Road	
Stanford Road	Permit holder spaces, pay and display and car club spaces
Stanford Road	
Cottesmore Gardens	Permit holder spaces
Derry Street	Pay and display and motorcycle spaces
Kensington Court	Permit holder spaces, pay and display spaces, car club space, motorcycle spaces
Kensington Court	
Kensington Court Place	Resident permit holder spaces

The nearest off-street public car park is the Indigo Kensington High Street Car Park located on Hornton Street, 100m to the north of High Street Kensington Underground station. The Indigo car park is a 24 hours, seven days a week pay and display car park which provides a total of 322 parking spaces and includes disabled parking, motorcycle spaces and four electric vehicle charging points (two TESLA charging points and two for all other electric vehicles).

## 4 Travel Plan Aims and Objectives

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### 4.1 Aims

The aims of this Interim Travel Plan are:

- To create a sustainable, vibrant place that positively promotes health and wellbeing;
- To encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability; and,
- To minimise the number of car trips generated by the proposed development.

### 4.2 Objectives

The objectives describe the key goals that the Travel Plan seeks to achieve and respond to the aims by:

- Encouraging trips to and from the development on foot, on cycle and by public transport; and
- Minimising car, taxi and motorcycle trips.

## 5 Baseline Travel Patterns

### 5.1 Baseline Person Trips and Mode Share

The mode share associated with the proposed development is shown in **Table 2**.

**Table 2: Proposed Development Mode Share**

Mode	Mode Share
Car Driver	12%
Taxi	14%
Car Share	4%
Bus	12%
Underground	22%
Train	0%
Walk	31%
Bicycle	4%
Motorcycle	1%

The mode share percentages in **Table 2** suggest that the majority of trips to the site will be made by sustainable modes of transport. However, there is potential to reduce vehicular trips further, particularly car driver and taxi trips, to reduce the impact of the development on the surrounding area.

### 5.2 Targets and Strategy

Given the location and nature of the development it has been agreed with RBKC that setting mode share targets is not appropriate for the proposed development. The transport strategy for the site is considered sufficient to restrict car use to a minimum level.

The Travel Plan strategy will therefore be targeted to ensure that residents are encouraged to make local trips in an active manner, supporting individual health, care and wellbeing.

Travel Plan monitoring will be undertaken and, if necessary, updates to measures and initiatives will be made to ensure that the aims and objectives are being met.

Should it be considered that the objectives are not being achieved, the Travel Plan Coordinator (see role description in **Section 7**) will assess which measures have been effective and where potential improvements could be identified. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives.

## 6 Travel Plan Initiatives and Measures

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The proposed development is located in an area of good public transport accessibility and there is a range of facilities, both on the site and within walking distance, that should minimise the need for external trips. Despite this, a series of initiatives will be implemented to further encourage the use of non-car modes and secure and promote incentives that positively encourage active travel.

Some measures will be applicable to all users of the development whereas others may be targeted at specific user groups.

### 6.1 Measures

#### 6.1.1 Facilitate Walking

The proposed development is located in an area with a comprehensive network of footways that will support measures to promote walking.

Measures to promote walking include the following:

- Providing information on walking routes on noticeboards in common areas, on the development website and on residents' welcome packs, to promote walking as a mode following occupation;
- Providing information on the health and wellbeing benefits of walking compared to other modes such as taxis and car use;
- Providing accompanied care to residents who wish to walk to and from local facilities;
- Ensuring the visitor website contains information on how to access the site on foot from nearby public transport connections; and
- Holding events and distributing promotional material to raise awareness of the health benefits of walking. The promotional material could also be provided on the development website and in residents' welcome packs.

#### 6.1.2 Facilitate Cycling

The site is located in an area of good cycling provision, including quiet streets identified by TfL as routes recommended for cyclists. If residents do not have access to their own cycle, a cycle/mobility scooter hire scheme will be available on-site.

Residents will have the ability to park a cycle or mobility scooter within the development. Cycle parking for staff will also be provided in accordance with the draft London Plan requirements.

Additional measures to promote walking and cycling are the following:

- Providing information on cycling routes on noticeboards in common areas, on the development website and in residents' welcome packs;



- Providing information on the health and wellbeing benefits of cycling compared to other modes such as taxis and car use;
- The Travel Plan Coordinator will liaise with RBKC to invite free cycle training to residents;
- A cycle/mobility scooter hire scheme will be provided to enable residents and staff to hire cycles and scooters;
- The management company will liaise with local bike shops to obtain a discount on bikes in exchange for the details of the bike shop being promoted to residents;
- The management company will liaise with local bicycle shops to arrange for a ‘bike doctor’ service to take place at regular intervals for residents;
- Establish a Bicycle User Group;
- Hold events and distribute promotional material to raise awareness of the health benefits of cycling. The promotional material will also be provided on the development website and in residents’ welcome packs; and
- Providing a “Bicycle first-aid kit” including bike pump, puncture repair kit, spare lights, batteries, tools etc. in each of the cycle parking areas.

### 6.1.3 Facilitate Public Transport Use

The site is located in an area of good public transport provision, including bus and Underground services, which can be accessed on foot.

Additional measures to promote public transport include the following:

- Notice boards displaying up-to-date information on the available public transport services in the vicinity, including timetables, frequencies, maps and fares will be located in common areas within the development. The information will also be provided on the development’s website and in residents’ welcome packs. A link to TfL’s website will also be provided, to enable residents to obtain real time service updates, allowing access to the journey planner. Residents will be encouraged to use relevant smart phone applications; and
- Encourage uptake of Transport for London’s 60+ Oyster Card and Freedom Pass (for those with disabilities) to have free public transport travel.

### 6.1.4 Reduce Car Use

Maintaining low usage of single-occupancy car trips is important to reduce local impacts on surrounding streets. The proposed development will provide 27 car parking spaces in a basement car park and a valet parking system will be available.

Measures to facilitate the reduction of car use, alongside the active travel initiatives outlined above, include the following:

- Provide information on the car club services available in the vicinity on notice boards in common areas, on the development website and in residents' welcome packs; and
- Residents will be notified in advance of any property purchase that they will not be entitled to have an RBKC on-street parking permit.

## 6.2 Residents' Welcome Pack

The Welcome Pack will be the initial means of raising awareness of the Travel Plan and sustainable travel options available to new residents. It will be given to the new occupants and will contain information regarding local public transport routes and timetables, cycle, walking routes, car/taxi sharing information and information on how to join the local car club and any discounts and concessions. It will also contain web addresses to travel websites such as Citymapper and smart phone applications.

The contents of the pack will develop as the needs and the requirements of the residents become more understood.

The health and wellbeing benefits of walking and cycling will be promoted through the Welcome Packs and the website.

## 6.3 Implementation Timescales

The measures outlined in the Travel Plan will be implemented as follows:

- Physical measures: implemented during construction so that they are in place in time for the site opening;
- Promotional measures: prior to occupation as part of marketing of the proposed development, upon occupation as part of residents' welcome packs and on a continuous basis with specific initiatives on at least an annual frequency; and
- Management measures: implemented prior to occupation and continuously during operation of the site.

## 7 Travel Plan Strategy

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### 7.1 Management

In order to maximise the chances of success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Travel Plan.

Prior to the occupation of the proposed development, a Travel Plan Coordinator will be appointed.

The Travel Plan Coordinator will have overall responsibility for:

- Establishing and co-ordinating meetings as required;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of initiatives;
- Developing and disseminating appropriate marketing / information materials;
- Overseeing implementation of Travel Plan measures in a timely manner;
- Liaising with any appropriate groups / organisations (e.g. RBKC's Travel Plan Officer) to ensure co-ordinated working;
- Establishing a residents' travel forum to enable feedback of issues to be picked up in travel plan updates;
- Undertaking appropriate monitoring of the Travel Plan, including any appropriate review and revisions;
- Ensuring that the work of the Travel Plan is co-ordinated with other activities of the proposed development; and
- Ensuring that there is sufficient amount of time to spend on the Travel Plan and perform all their duties.

The Travel Plan Coordinator will play an important role in liaising and collaborating with any other local Travel Plan Coordinators in the surrounding area.

### 7.1 Marketing and Promotion

It is recognised that for the Travel Plan to be successful, it is essential that the residents and staff become involved and made aware of its implementation and evolution. A strategy for on-going promotion and awareness raising of the Travel Plan will be developed by the Coordinator. The strategy will include:

- A series of meetings to explain the purpose of the Travel Plan;
- 'Branding' the Travel Plan to raise its profile and to make it and elements forming a part of it instantly recognisable. An official 'launch event' for the Plan will be held. All leaflets and publications produced as a part of the Travel Plan will take on this branding;

- The Travel Plan will be circulated to residents as part of their welcome pack, to encourage uptake of more sustainable travel methods from the start of the occupation;
- As new versions of the Travel Plan are developed, this will be communicated to all residents;
- Visitor information leaflets, posters and websites for the development will include transport information;
- Information about transport options and the Travel Plan will be included in staff recruitment packs and new resident packs;
- Transport and travel information will be provided in areas where people congregate throughout the development; and
- The development will participate in a programme of promotional events including national and local health, wellbeing and travel awareness campaigns.

## 8 Monitoring and Review

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### 8.1 Purpose of Monitoring

An important part of any Travel Plan is the continual monitoring and review of its effectiveness. Regular monitoring and review will help to gauge progress towards achieving the objectives, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

### 8.2 Monitoring Programme

Once the Full Travel Plan has been developed, it is proposed that the Travel Plan is monitored for the first five years of occupation. This will commence on occupation, with a travel survey to be undertaken within a year of the development's occupation, to verify the mode share of the development.

Monitoring of the Travel Plan will be based upon feedback through meetings with staff and residents. This will allow for site-specific travel characteristics to be reconfirmed to which the measures and initiatives will be reviewed and adjusted accordingly.

### 8.3 Reporting

Travel Plan reviews and updates prepared by the Travel Plan Coordinator will be issued to all relevant stakeholders including RBKC. The report will include details of travel characteristics and measures which have been implemented/updated.

### 8.4 Securing the Travel Plan

It is anticipated that details of the Travel Plan implementation, monitoring and review will be secured through an appropriate planning agreement associated with the proposed development.