

# **Appendix 7.5 Residential Travel Plan**



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**Berkeley Homes (South East  
London) Limited**

**MALT STREET**

**Residential Travel Plan**

**October 2018**

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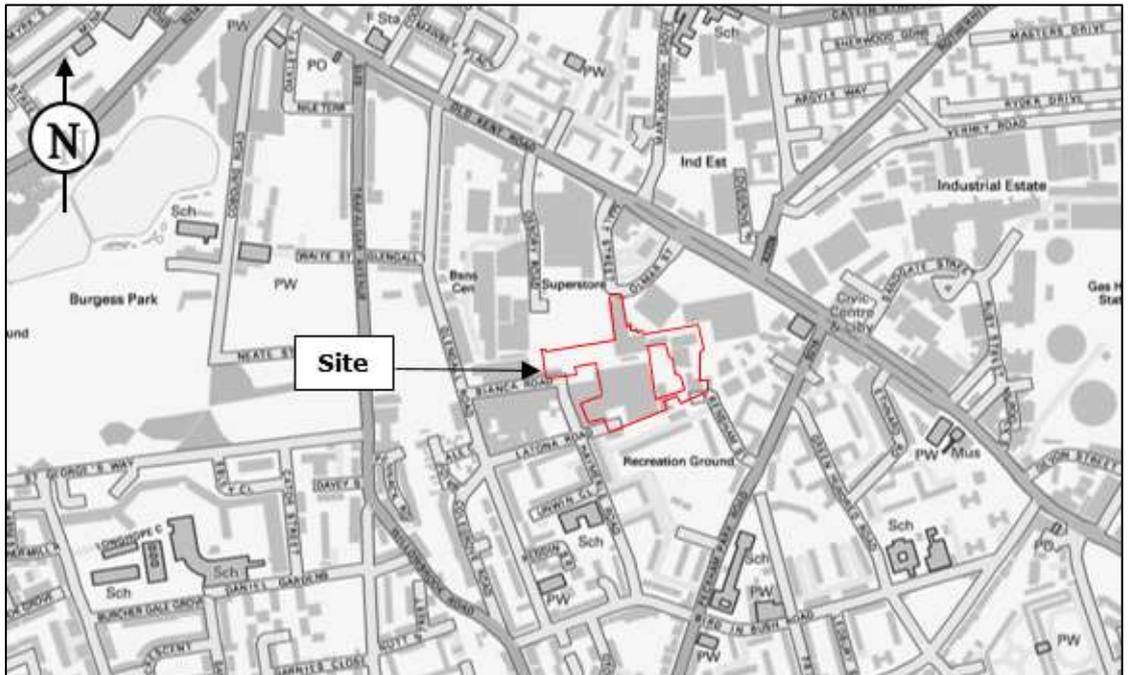
## Appendices

- Appendix A** - Bus Route Spider Map
- Appendix B** - PTAL Rating
- Appendix C** - Example Travel Survey

# 1 INTRODUCTION

- 1.1 This Residential Travel Plan has been prepared by TTP Consulting on behalf of Berkeley Homes (South East London) Limited, the Site Owner, for the residential element of the Malt Street Regeneration proposal in the London Borough of Southwark (LBS). The location of the site is shown at **Figure 1.1**.

**Figure 1.1: Location Plan**



- 1.2 A Hybrid Application has been submitted with detailed consent sought for part of the site, and outline consent for the remainder as per the following:
- The Detailed Component will comprise of 420 residential dwellings (Class C3) and up to 1,982sqm of flexible commercial and employment floorspace (Classes A1 to A4, B1, D1 and D2); and,
  - The Outline Component includes up to 880 dwellings and up to 5,018sqm of flexible commercial and employment floorspace (Classes A1 to A4, B1, D1 and D2).
- 1.3 The Detailed Component will include parking for up to 131 cars and the Outline Component will include at least 4 on street bays for disabled car users and both components will include appropriate cycle storage and refuse/recycling stores for the site, along with associated infrastructure and landscaping.

- 1.4 Consideration has been given to accommodating a range of travel options for building users. The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable residents and visitors to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents from using sustainable modes, which in effect can self-manage single-occupancy vehicle use.
- 1.5 The Travel Plan has been prepared at the feasibility and design stages of the development to meet the requirements the BREEAM Technical Manual for New Construction (UK) TRA 01 (2018) and is also compliant with the latest Travel Plan guidance issued by Transport for London (TfL).
- 1.6 The Site Owner is committed to the travel plan and confirm that the travel plan will be implemented post construction and will be supported by the building's management in operation. The travel plan will be secured and implemented through a S106 agreement or planning condition.
- 1.7 This Residential Travel Plan sets out the sustainable travel options available to residents and the measures and initiatives that will be used to incentivise travel by sustainable modes.
- 1.8 The remainder of this Travel Plan is structured as follows:
- Section 2 refers to relevant national, regional and local policy guidance;
  - Section 3 describes the accessibility and travel patterns of the development;
  - Section 4 sets out the objectives and targets of the Travel Plan;
  - Section 5 outlines the Travel Plan strategy;
  - Section 6 identifies the measures and initiatives that will be implemented;
  - Section 7 details the review and monitoring programme;
  - Section 8 provides the Action Plan; and,
  - Section 9 sets out how the Travel Plan will be secured and funded.

## 2 POLICY

### National Policy

#### National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) was published on the 24<sup>th</sup> July 2018 setting out the Government's planning policies for England and how these are expected to be applied. Chapter 9 – 'Promoting Sustainable Transport' sets out 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."*
- 2.2 The NPPF states that Travel Plans are a key tool to facilitate the use of sustainable transport modes and at paragraph 111 states that *"all developments which generate significant amounts of movement should be required to provide a Travel Plan."*
- 2.3 A Travel Plan is later defined as "a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

### Regional Policy

#### The London Plan

- 2.4 The London Plan 2016, is the Mayor's spatial development strategy and forms part of the development plan for Greater London. Chapter 6 (Transport) states that "the use of travel plans can help reduce emissions by promoting alternatives to the car."
- 2.5 The draft London Plan (released in December 2017) is currently undergoing a consultation process. The Plan provides the framework to address the key planning issues facing London with Chapter 10 setting out proposed Transport related policies. In particular, Policy T1 'Strategic approach to transport' aims to ensure development proposals will support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made on foot, by bicycle or public transport by 2041, and that the proposed transport schemes in London are supported.

### Local Policy

#### Southwark's Local Plan

- 2.6 The Local Plan is a set of borough-wide planning policy documents that contains policies used to make decisions on planning applications. It includes the Core Strategy, Area Action Plans and the Adopted Policies Map.

### **Southwark Core Strategy**

- 2.7 The Southwark Core Strategy was adopted on 6 April 2011 and establishes the strategic planning objectives for the area. In terms of transport, Strategic Objective 2b states that:
- "New housing and businesses will be located near to community facilities and leisure facilities. This encourages walking, cycling and public transport and reduces the need for travel."*
- 2.8 Strategic Policy 2 sets out a range of improvements to public and sustainable means of transport within Southwark.

### **New Southwark Plan (2017) – Proposed Submission Version**

- 2.9 The Proposed Submission Version of the New Southwark Plan was published in December 2017 with consultation concluding in February 2018. Submission will take place in early 2019 and the Council will provide updates regarding the submission and public examination in due course. The New Southwark Plan will deliver further regeneration and wider improvements in the years to come with 27,362 new homes planned for the Borough up to 2025.
- 2.10 The document contains Area Visions which provide the strategic vision for the future of Southwark's distinct places.

### **Southwark's Sustainable Transport Supplementary Planning Document (March 2010)**

- 2.11 The Sustainable Transport Supplementary Planning Document (SPD) adopted in March 2010 contains information and guidance to policies within the Southwark Plan and explains what information a development proposal should provide. The aim of the document is to provide guidance so that all developments are easily accessible, reduces congestion and pollution within the Borough and to give developers clear guidance on reasons for approval and refusal.
- 2.12 The requirement for and benefits of a travel plan are set out in Section 5 of the document. The document states that *"Travel Plans are required for all major and some minor developments if there are significant transport impacts."*

### **Southwark's Transport Plan (October 2011)**

- 2.13 The Transport Plan forms the vision for transport in the Borough, how the Council will improve travel to, within and from the borough and contribute to the wider economic, social and environmental objectives of the Council.
- 2.14 The plan sets out 8 transport objectives:
- a) *"Manage demand for travel and increase sustainable transport capacity;*
  - b) *Encourage sustainable travel choices*

- c) *Ensure the transport system helps people to achieve their economic and social potential*
- d) *Improve health and wellbeing of all, by making the borough a better place*
- e) *Ensure the transport network is safe and secure for all and improve perceptions of safety*
- f) *Improve travel opportunities and maximise independence for all*
- g) *Ensure that the quality, efficiency and reliability of the highway network is maintained*
- h) *Reduce the impact of transport on the environment"*

- 2.15 Travel Plans for workplaces and schools are recognised within the borough as an effective tool in cutting traffic and the Council now plans to draw more attention to the use of residential Travel Plans. *"London will experience strong demand for new housing over the next 15 to 20 years, with the population projected to grow by nearly one million people. Residential travel plans play a major role in helping deliver a high quality, accessible and compact city."*
- 2.16 Performance is monitored on an annual basis.

## **Guidance**

### **TfL Guidance**

- 2.17 Transport for London (TfL) Travel Plan Guidance, dated November 2013, sets out comprehensive advice in preparing and implementing development related travel plans across London. This guidance has been adhered to in the preparation of this Travel Plan.

### **BREEAM UK**

- 2.18 BREEAM is a sustainability assessment method which works to raise awareness amongst owners, occupiers, designers and operators of the benefits of sustainability. The 2018 Technical Manual for New Construction (UK) sets out information in relation to assessments, testing, certification and approval activity.
- 2.19 A travel plan contributes towards category TRA 01 of the BREEAM credits program and is classed as 2 credits. A BREEAM travel plan is required to be developed during the feasibility and design stages and assesses site-specific travel and accessibility.
- 2.20 BREEAM describes a Travel Plan as:
- "A travel plan is a strategy for managing all travel and transport within an organisation, principally to increase choice and reduce reliance on the car by seeking to improve access to a site or development by sustainable modes of transport. A travel plan contains both physical and behavioural measures to increase travel choices and reduce reliance on single occupancy car travel."*

### 3 ACCESSIBILITY

3.1 This section describes the accessibility of the site by non-car modes.

#### Access on Foot

3.2 The three main streets in the vicinity of the site are Peckham Park Road, Glengall Road and Old Kent Road all have footpaths on either side of the road. These provide access to smaller roads connecting to the site through Frensham Street, Haymerle Road, Latona Road, Bianca Road and Malt Street.

3.3 There are a number of informal pedestrian crossings in the area comprising dropped kerbs and tactile paving as well as zebra crossings on Peckham Park Road which have pedestrian guard railing in proximity to St Francis Primary School. There are multiple traffic light systems located on Old Kent Road, creating controlled pedestrian crossings in particular at the junction with Malt Street and also at Olmar Street.

3.4 A number of speed humps are located along Peckham Park Road and Glengall Road slowing down car movements. Old Kent Road has numerous metal bollards installed on the pathways to increase safety. All streets are further equipped with street lighting.

3.5 The site itself is currently a barrier to north-south and east-west movements with people having to use Glengall Road or Peckham Park Road for north – south movements, or through the Unwin and Friary Estate for east – west movements.

3.6 Within a 500m walk there are facilities and amenities including but not limited to:

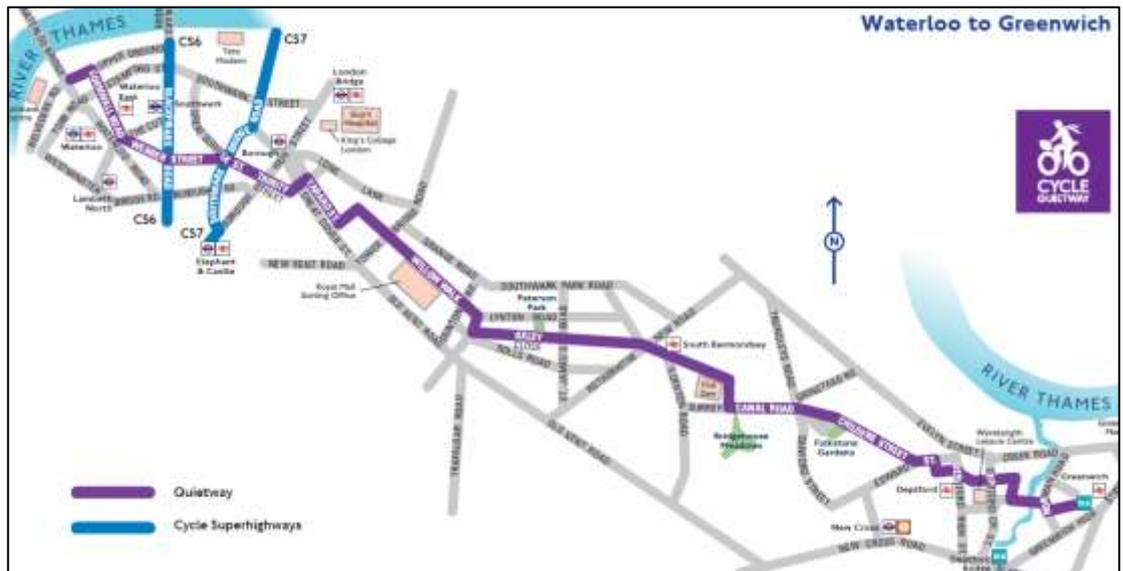
- Asda supermarket with a pharmacy and ATM on Malt Street;
- St Francis Catholic Primary School on Friary Road;
- Food outlets on Peckham Park Road;
- Silverlock Medical Centre on Verney Way;
- Surrey Linear Canal Park on Glengall Road; and
- Leyton Square Recreation Ground on Peckham Park Road.

#### Access by bicycle

3.7 A number of roads surrounding the site are highlighted on TfL's Local Cycling Guide 14 as suitable for cycling. Bianca Road, Haymerle Road and sections of Peckham Park Road are designated by TfL as '*roads that have been recommended by cyclists.*' Sections of Glengall Road are designated as '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads.*' There are off-road routes through Burgess Park to the west.

- 3.8 Quietway 1 (Q1) is the closest of TfL's Quietways to the site, located to the north of Old Kent Road following backstreets and quieter low traffic routes. Q1, as illustrated on the extract from TfL's website shown on **Figure 3.1**, connects Greenwich Station to Waterloo Station. The closest connection to the Quietway from the site would be at Oxley Close less than 1km to the north.

**Figure 3.1: TfL's Quietway 1**



- 3.9 Quietway 7 is a broadly north – south route that connects Elephant & Castle and Crystal Palace. The route is located to the west of the development with connection at Portland Street just beyond Burgess Park.
- 3.10 Cycle Superhighways offer more direct journeys into and across central London with CS7 connecting Merton to the City passing through Elephant & Castle and circa 3km northwest of the site.
- 3.11 The London Cycle Hire scheme offers a self-service bike sharing cycle hire scheme for short journeys. It does not require membership and allows people to hire a bike from one of the docking stations located around London. The nearest cycle hire docking station to the site are located approximately 1.6 km to the north-west at Bricklayers Arms, which provides space for 28 bikes.
- 3.12 There are 5 Sheffield stands on Malt Street and 4 stands on Peckham Park Road with stands at Elephant & Castle, South Bermondsey and Queens Road Peckham stations.

## By Public Transport

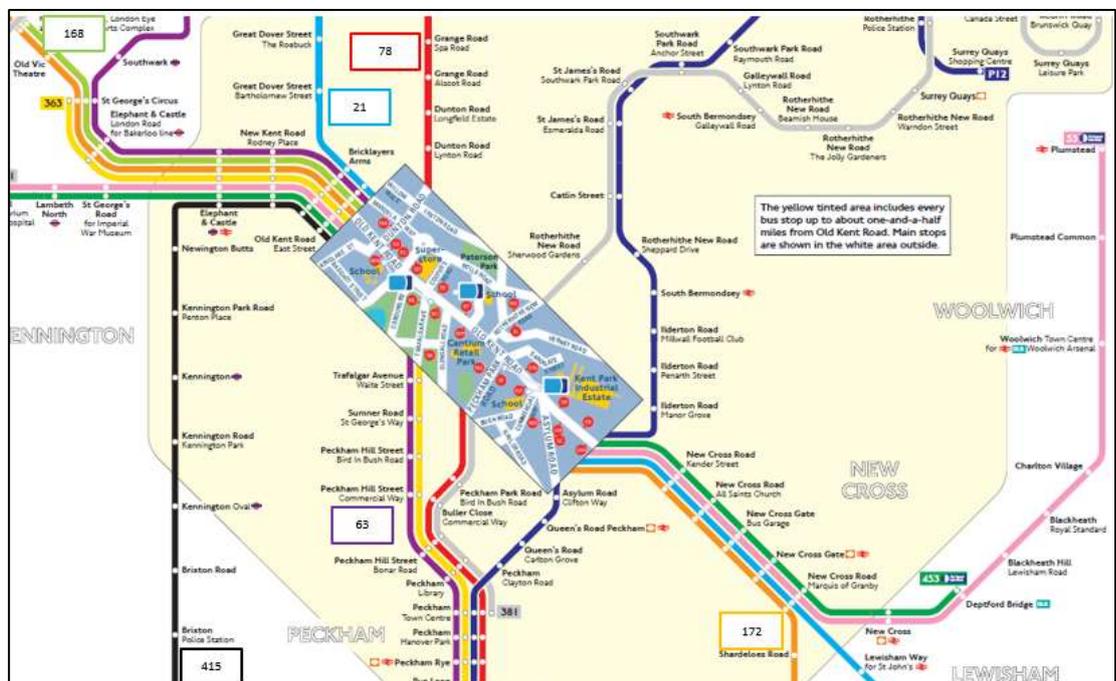
### Bus Services

3.13 The closest bus stops are located on Old Kent Road to the north, Peckham Park Road to the south-east and Trafalgar Road to the west.

- Buses on Routes 21, 53, 78, 172 and 453 call at the stops on Old Kent Road to the north of the ASDA superstore. Eastbound services can be reached by using footways adjacent to Malt Street and the pedestrian crossing facilities at the signalised junction with Malt Street.
- Buses on Routes 63 and 363 call at the stops on Trafalgar Avenue, with northbound services available from the stop north of Glengall Terrace, and southbound services from the stop south of Glengall Terrace.
- Buses on Routes 78 and 381 call at the stops on Peckham Park Road with north and southbound services available from stops to the north of Frensham Street.

3.14 These routes combine to provide a frequency of more than 60 buses per hour in each direction during the day. **Figure 3.2** provides an extract of TfL's local bus spider map.

**Figure 3.2: Bus Spider Map Extract**



3.15 **Table 3.1** sets out the service frequency of routes in the vicinity of the site with a copy of the bus spider map included at **Appendix A**.

<b>Table 3.1: Summary of Bus Service Frequency (Number of services per hour)</b>			
<b>No.</b>	<b>Route</b>	<b>Frequency (every 'x' minutes)</b>	
		<b>Weekday Peak</b>	<b>Saturday Daytime</b>
<b>21</b>	Lewisham Centre to Newington Green	5 – 8	7 – 12
<b>53</b>	Orchard Road/Griffin Road to Horse Guards Parade	6 – 10	6 – 10
<b>63</b>	Forest Hill Tavern to King's Cross Station/York Way	4 – 8	6 – 12
<b>78</b>	Shoreditch High Street Station to St Mary's Road	5 – 7	8 – 10
<b>172</b>	Brockley Rise to King Edward Street	5 – 7	7 – 10
<b>363</b>	Crystal Palace Parade to Lambeth Road	7 - 11	8 – 12
<b>381</b>	Peckham Bus Station to County Hall	5 – 7	5 – 6
<b>453</b>	Deptford Bridge to Great Central Street	5 – 9	6 – 10

### **Rail Services**

#### South Bermondsey Station

3.16 South Bermondsey Station lies approximately 1.3km to the northeast and can be accessed on foot via Rotherhithe New Road or by buses on Route 38 from bus stops on Rotherhite New Road.

3.17 In total, there are 6 National Rail services from South Bermondsey in peak hours to the following destinations:

- 4 services to London Bridge; and,
- 2 services to West Croydon.

#### Queens Road Peckham Station

3.18 Queens Road Peckham is approximately 1.76km to the southeast and provides services on the London Overground and National Rail services.

3.19 London Overground services from Queens Road Peckham connect to Clapham Junction in the west, with connections up to Dalston Junction in the north. Services operate every 6-7 minutes in either direction.

- 3.20 There are approximately 5 National Rail services every hour from Queens Road Peckham to destinations including:
- 3 services to West Croydon; and,
  - 2 services to London Bridge.

#### Elephant & Castle Station

- 3.21 Elephant & Castle Station is located approximately 4km northwest of the site and provides services on the London Underground and National Rail services.
- 3.22 National Rail services are operated by Thameslink and Southeastern with regular services to Bedford, Luton and St. Albans to the north and Sevenoaks, Sutton and West Hampstead to the south.
- 3.23 There are 20 to 22 London Underground services in either direction during the morning and afternoon peak hours on the Bakerloo Line which runs between Harrow & Wealdstone in the north and Elephant & Castle in the south. On the Northern Line there are 20 northbound services to Edgware Road during peak hours and 22 southbound services to Morden.
- 3.24 There are bus stops on all arms of the Elephant & Castle roundabout with interchange between Routes 53, 172 and 453 which pass Old Kent Road and connect to the station. Bus stops on Trafalgar Avenue within walking distance of the site also stop at Elephant & Castle station including Routes 63 and 363.

### **Public Transport Accessibility Level (PTAL)**

- 3.25 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.26 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.27 The Transport for London (TfL) WebCAT Database suggests that the centre of the site has an existing PTAL rating of 3 demonstrating a 'Moderate' level of accessibility to public transport. A copy of the TfL output is included at **Appendix B**.

## **Bakerloo Line Extension**

- 3.28 The proposed Bakerloo Line Extension, albeit not anticipated to be in place until after 2028/29, will include a new Underground station within walking distance of the site thereby significantly improving accessibility by public transport in the area.
- 3.29 The proposals include two new station as follows:
- Old Kent Road 1 on Dunton road to the north of Tesco which would be approximately 1km north of the Malt Street access; and
  - Old Kent Road 2 on the site of the former Toys R Us unit south of Asylum Street at a distance of approximately 800m south of the Frensham Street access.

## **Car Club**

- 3.30 Four car club spaces will be provided at the site which will assist in reducing the need to own a car and will be available for use by residents and employees of the proposed development as well as those already living and working locally.
- 3.31 The nearest existing car club vehicles to the site is located on Nutbrook Street, which is an easyCar Club vehicle. There are numerous other bays within 600m walking distance (7 minutes' walk) including the following:
- Zipcar vehicle located on Green Hundred Road near to the junction with Peckham Park Road;
  - Zipcar vehicle located on Friary Road located just outside of the Franciscan Church; and,
  - Zipcar vehicles located in the car park of 125 Peckham Park Road.

## **Taxi Pick-Up/Drop-Off Activity**

- 3.32 There are locations on-site and on-street where taxi drop-off and pick-up can take place. In particular;
- On-site to the north of Building B4 and,
  - On-street on Latona Road, Frensham Street and Bianca Road, as appropriate.

## Travel Patterns and Transport Impact

- 3.33 The type and distribution of residential trips will vary through the day with employment, education and retail destinations making the bulk of the trips during a typical weekday, with a detailed analysis contained in the associated Transport Assessment.
- 3.34 **Table 3.2** sets out the assumed share to each mode split by trip type with the employment trip mode share based on travel to work data for the resident population in Southwark based on the 2011 Census adjusted to reflect the low car parking provision with less than 0.15 spaces per unit including disabled parking.
- 3.35 Table 3.3 provides a summary of the number of trips by each mode for the typical weekday peak hours for the completed development assuming that 1,300 residential units are delivered. The assumptions do not take into account the Northern Line extension which is likely to have an effect of transferring trips from bus (and potentially the car) to rail.

Mode	Education Trips	Retail Trips	Employment Trips	Overall
Walk	60.0%	28.0%	12.7%	21.9%
Cycle	5.0%	5.0%	6.8%	5.9%
Bus	20.0%	50.0%	48.1%	47.5%
Rail	10.0%	7.0%	22.4%	14.6%
Car Driver	-	4.0%	5.6%	4.6%
Car Passenger	5.0%	3.0%	0.9%	2.0%
Taxi	-	1.0%	3.0%	2.4%
Other	-	1.0%	0.9%	0.9%

Mode	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	Arrive	Depart	Arrive	Depart
Walk	29	135	58	39
Cycle	10	46	24	16
Bus	72	324	178	120
Rail	30	137	70	47
Car Driver	8	35	19	13
Car Passenger	2	11	5	3
Taxi	4	19	10	7
Other	1	6	3	2
Total	155	712	367	247

- 3.36 The Baseline (Year 0) travel survey questionnaire will be given to each resident and will occur 6 months after first occupation or after 250 units are occupied, whichever is soonest. The survey results will establish how residents travel each day and will ratify the Baseline Mode Share and targets.
- 3.37 Monitoring Travel Surveys will take place over the lifetime of the Travel Plan as detailed further within this report. All surveys will be recorded within the Travel Plan which will be updated periodically.

## 4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short, medium and long term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 7**.

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

### Objectives

4.2 The Travel Plan's overriding objective is:

**To engage with and encourage residents to use sustainable ways of travelling to / from the site, especially active modes of transport, through effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.**

4.3 The sub-objectives are:

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

## Targets

- 4.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).
- 4.5 Targets come in two forms;
- Action Targets which are non-quantifiable actions that need to be achieved by a certain time; and
  - Aim Targets which are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

### Action Targets

- 4.6 The Action Targets for this Travel Plan are to:
- A Travel Plan Co-ordinator will be appointed at least three months before the first residential unit is occupied and will remain in place for the duration of this Travel Plan;
  - Residents will be provided with a Travel Pack, detailing the Measures set out in this document, on first occupation of their unit;
  - The Baseline survey (Year 0) shall take place 6 months after first occupation or after 250 units are occupied, whichever is sooner. Each monitoring survey will occur within one month of the anniversary of the Baseline survey for the lifetime of the Travel Plan (as detailed in the Monitoring section);
  - A sustainable transport noticeboard or information screen will be provided and located in prominent locations across the Site. The noticeboards / screen will be periodically updated so that it details up-to-date information; and
  - Provision of appropriate cycle parking spaces.

### Aim Targets

- 4.7 **Table 4.1** outlines the Aim targets which are set to measure progress towards the main objectives 5 years after completion. The interim targets are defined as those which the development seeks to achieve within 3 years of the launch of the Travel Plan and the final targets those which the development seeks to achieve within 5 years after completion.
- 4.8 The baseline mode share figures are based on data from the 2011 Census (**Table 3.3**) and will need to be reviewed once the Baseline Survey is undertaken.

- 4.9 The Travel Plan recognises that it is not possible to set accurate targets so far in the future (even when based on the actual Year 0 survey) and as such it should be acknowledged that the targets will change over time in discussion and agreement with the Council.

<b>Table 4.1: Travel Plan AIM Targets</b>					
<b>Target</b>	<b>Indicator</b>	<b>Mode Split</b>			
		<b>Baseline</b>	<b>Year 1</b>	<b>Year 3</b>	<b>Final</b>
Retain low car driver mode share at 4.6%	Results of Modal Split Monitoring Surveys	4.6%	4.6%	4.6%	4.6%
Decrease public transport travel by 10%		62.9%	58.9%	56.9%	52.90%
Increase travel on cycle by 8%		6.0%	9.0%	11.0%	14.0%
Increase travel on foot by 2%		23.0%	24.0%	24.0%	25.0%

- 4.10 Indicators are the elements which will be measured in order to assess progress towards meeting the Year 3 and final targets. For the most part, this will be the main mode listed by residents in the monitoring surveys.

- 4.11 Site interviews and follow up emails will assist in raising awareness to residents.

## 5 TRAVEL PLAN STRATEGY

### Travel Plan Coordinator

5.1 A Travel Plan Coordinator will be appointed 3 months before the occupation of the first residential unit. The Travel Plan Coordinator will be a member of the Estate Management Team or other suitably qualified person, be responsible for the implementation of the Travel Plan, and will allocate sufficient time to be agreed with the Site Owner and the LPA to carry out their duties.

5.2 The performance plan transition will see the handover of the Travel Plan from the Developer to the Travel Plan Co-ordinator (TPC) of the residential units. Following the handover, the TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

5.3 The TPC contact details are as follows;

Name: \_\_\_\_\_  
Telephone: \_\_\_\_\_  
Email: \_\_\_\_\_

5.4 The duties of the TPC will include:

- Launch the Travel Plan within 1 month of occupation of first residential units;
- To undertake the Baseline Travel Survey;
- The implementation of measures as set out in the Travel Plan (including reviewing the Travel Pack and noticeboards to ensure they are up-to-date).
- To undertake Interim Travel Surveys on the anniversary of the Baseline Travel Survey through to 5 years after completion, and supply evidence of this to LBS;
- To oversee the development and implementation of the Travel Plan;
- Promoting the objectives and benefits of the Travel Plan;
- To ensure the travel information available is up to date;
- Liaison with LBS;
- Acting as the point of contact for information with residents; and
- Updating of the Travel Plan.

## Travel Plan Phases

- 5.5 The Developer is committed to the Travel Plan and will ensure the TPC commits as much time to the Travel Plan as necessary so that it can achieve its Objectives. The various phases of this Travel Plan, who is responsible for each phase and the target date for completion is detailed in **Table 5.1** below.

<b>Table 5.1: Travel Plan Phases</b>		
<b>Travel Plan Phase</b>	<b>Responsibility</b>	<b>Target Date</b>
Handover Travel Plan	Developer to TPC	At least 3 months prior to occupation of the first residential unit
Launch Travel Plan	TPC	Within 1 month of occupation of first residential units
Carry Out Baseline Travel Survey (Year 0)	TPC	To be carried out 6 months after first occupation or after 250 units are occupied
Implement Travel Plan measures and initiatives	TPC	Ongoing
Carry out Monitoring Surveys	TPC	On the anniversary of Year 0 survey
Submit an Update on Progress to the local planning authority	TPC	Within 1 month of the Monitoring Surveys
Full Review at end of Year 5	TPC	On the 5 <sup>th</sup> anniversary of the Initial Year 0 Travel Survey

## Marketing Strategy

- 5.6 Each resident will be provided with a Travel Pack on first occupation. The Travel Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, contact details for taxi operators, and Car Club operators. They will also contain information about any incentives or discounts available to residents and information about the personal benefits of sustainable transport that may help them to establish sustainable travel.
- 5.7 Residents will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Travel Pack, marketing activity will be undertaken during point of sale (where possible).
- 5.8 Links to useful journey planning websites including Traveline and Transport for London websites will be provided on the community website.

- 5.9 The community website, noticeboards and travel packs will also aim to introduce residents to and promote the use of smart phone travel apps which simplify public transport information, provide up-to-the-minute information and multiple route options. Apps including Citymapper, Traveline, Navitime Transit and Tube Map are free to download on Android and iPhone operating systems.

## 6 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

- 6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.
- 6.2 The Travel Plan Coordinator will encourage walking, cycling and public transport use and advise residents on the opportunities to car share. Notices and information including maps and timetables will be displayed at prominent locations to advise on the benefits of alternative modes of travel. Measures will concentrate on encouraging residents by informing them of the benefit of travelling by alternative modes.
- 6.3 The measures outlined below have been agreed with the Site Owner as being suitable for the Site, however, the list is not exhaustive and the Travel Plan Coordinator is encouraged to investigate other potential initiatives and update the Travel Plan accordingly.

### Measures to Encourage Walking

#### Walking Strategy 1: Promoting Benefits of Walking

- 6.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits.
- 6.5 The Travel Plan Coordinator will develop marketing materials to highlight the health benefits of walking and provide information and advice to residents concerning suitable routes.
- 6.6 The Travel Plan Coordinator will ensure the residents are aware of 'walking' initiatives set up by the Local Council and non-profit organisations, including:
- 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness;
  - Walking Works – A website providing tips on how to get friends, family and colleagues walking;
  - National Walking Month – May is National Walking Month and is promoted by Living Streets; and
  - Ramblers Association – National organisation to promote walking and campaign to improve conditions for walkers.

### Walking Strategy 2: Maintaining Infrastructure

- 6.7 Well-maintained footways, lighting and signage are present in the area surrounding the Site and attractive open spaces nearby provide a quality pedestrian environment. Lighting, landscaping and shelter will be provided to make the pedestrian and public realm areas pleasant. Internal walking routes and footways will be maintained by the Estates Management Team.
- 6.8 The Travel Plan Coordinator will identify, through discussion with residents, problems with external pedestrian routes and discuss possible improvements with the highway authority as appropriate.

## **Measures to Encourage Cycling**

### Cycling Strategy 1: Promoting Cycling

- 6.9 Cycling is generally accepted as a good mode of transport to replace car journeys up to 8km. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise.
- 6.10 Feedback from residents will be sought to determine the level of demand for such training events and services and these shall be promoted accordingly. Furthermore, the Travel Plan Coordinator will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents. If available, the take up of this discount will be monitored.
- 6.11 Residents will be provided with information and advice on cycle routes. TfL Cycle Maps (which are free of charge) will also be advertised and made available to those that require them. TfL cycle maps can be ordered for free from: <https://tfl.gov.uk/modes/cycling/routes-and-maps>
- 6.12 Cycle routes and other cycling information will be provided on notice boards, online and in the Travel Pack etc. These notice boards shall be provided in communal locations including near the cycle parking and the Travel Pack will be distributed to each household. The Community website will provide access to cycle route information and links to bicycle training websites.
- 6.13 There are a number of 'cycling' initiatives set up by the Local Council and non-profit organisations which the Travel Plan Coordinator will ensure the residents are aware of, including:
- Bike Week (<http://bikeweek.org.uk/>), the biggest nationwide cycling event in the UK which usually takes place in June each year;
  - Bike 2 Work (<https://www.bike2workscheme.co.uk/>) enables employees to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money.

- Free cycle training. Further information is located at:  
<https://www.cycleconfident.com/sponsors/southwark/>

### Cycling Strategy 2: Cycling Infrastructure

- 6.14 The completed development will provide storage for 1,965 residential bicycles.
- 6.15 Internal cycle routes will be maintained by the Estates Management Team.
- 6.16 The Travel Plan Coordinator will identify, through discussion with residents, problems with external cycle routes and discuss possible improvements with the highway authority as appropriate.
- 6.17 Cycle parking will be actively monitored through this Travel Plan and if there are any concerns regarding the condition or provision of the cycle parking, Estate Management will investigate the improvement of the facilities.

## **Measures to Encourage Public Transport Use**

### Public Transport Strategy 1: Promoting Public Transport

- 6.18 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.
- 6.19 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to residents. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted through all relevant means.
- 6.20 The Travel Plan Coordinator will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from the Site.

## **Car Travel**

### Car Travel Strategy 1: Encouraging Car Sharing

- 6.21 In all likelihood, most people will not travel by car due to the low parking provision and sustainable nature of the location. The Travel Plan Coordinator will advise residents who do need to travel by car of the lift share website which helps people to find others travelling the same way as them so they can share their journey. More information is available at:  
<https://liftshare.com/uk/community/london-liftshare>

### Car Travel Strategy 2: Encouraging Car Clubs

- 6.22 Car clubs offer a viable alternative to owning a car for people living / working in the vicinity, particularly for those that require the use of a car infrequently. It is recognised that residents will need to use a car or van on occasion.
- 6.23 To support a low car development such as this, car club spaces will be provided on site with free membership offered to residents for a 3-year period. This would assist in reducing the need to own a car. The vehicles would be available for use by residents and staff at the development as well as those already living or working locally.
- 6.24 The Travel Plan Coordinator, through the Travel Pack and the Personalised Travel Planning sessions detailed below, will advertise the benefits of belonging to the Car Club which offers economic (no tax, MOT, fuel, servicing, repairs, depreciation and parking costs) and environmental benefits (less private vehicles in London) over owning and running a car, particularly if a resident rarely uses a vehicle.

### Car Travel Strategy 3: Electric Vehicle Car Charging Points

- 6.25 Electric car charging points encourage the use of electric vehicles which provide cheaper and cleaner car travel. Electric charging points will be provided in accordance with London Plan standards.

## **Measures for Disabled Persons**

### Disabled Persons Strategy 1: Information Provision

- 6.26 Accessibility maps will be displayed on all notice boards and hard copies will be supplied to residents who ask for one. Braille marketing material will be provided if requested and will include the Travel Pack and relevant public transport information.

### Disabled Persons Strategy 2: Journey Planning

- 6.27 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and will discuss with them the most appropriate routes to provisions within the local area including underground stations, bus stops and train stations.

### Disabled Persons Strategy 3: Disabled Parking Spaces

- 6.28 The proposals include Blue Badge spaces at basement and surface level for residents. The use of these spaces will be monitored during the length of the Travel Plan.

## Personalised Travel Planning

- 6.29 The Travel Plan Coordinator will offer a personalised Travel Planning service for all residents, if requested. The Travel Plan Coordinator will be able to draw on advice from journey planning websites such as TfL's Journey Planner <https://tfl.gov.uk/plan-a-journey/>. The Travel Plan Coordinator will also consider the specific journey planning requirements of mobility impaired residents.

## Travel Pack

- 6.30 Residents will be issued with a Travel Pack which will contain the following information:
- Details of the Car Club locations in the surrounding area alongside information regarding the appointed Car Club provider;
  - Public transport and cycle maps;
  - Timetables for local public transport services;
  - Details of recommended walk routes and key destinations e.g. local amenities; and
  - Details of the Travel Plan Coordinator and Travel Plan.

## 7 MONITORING AND REVIEW

7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

### Monitoring

7.2 All monitoring will follow the most up to date TfL best practice guidance and will be the responsibility of the Site Owner / Estate Management Team.

7.3 The monitoring programme begins with the initial Baseline Year 0 travel survey which shall occur within 6 months of occupation or when 250 of the residential units are occupied, whichever is sooner. Repeat surveys shall be undertaken annually within a month of the anniversary of the baseline survey to monitor progress towards the targets. An example Travel Questionnaire Survey is provided at **Appendix C**.

7.4 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified:

- The level of usage of residential cycle stands;
- The condition of residential cycle stands; and
- Comments received from residents relating to the operation and implications of the Travel Plan.

7.5 A review of all feedback received will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The Review will include updates to the Travel Pack and Noticeboard to ensure their content remains relevant.

### Review

7.6 The review of the Travel Plan which will be carried out after each monitoring survey in consultation with LBS Travel Plan officers will consider the following:

- The success of the measures since the previous review;
- The need to amend or introduce new targets; and
- The need to change or introduce new measures.

## Reporting

- 7.7 The Travel Plan Coordinator will compile a report each year that will include the results of any monitoring that has been undertaken, including the above factors. The report will be issued to LBS by email.

## Remedial Measures

- 7.8 In the event that the Review Report shows that the Travel Plan has not met its objectives/targets in any respect, then the Travel Plan Coordinator with the support of the Site Owner / Estate Management Team shall implement remedial measures.

- 7.9 The remedial measures include:

- A review of the amount of time spent by the Travel Plan Coordinator implementing the Travel Plan. If the allotted time is not sufficient then more time will be allocated to the Travel Plan Coordinator role to ensure each initiative is put in place. This review will take place within 6 months and again at 12 months.
- A review of the utilisation of cycle parking spaces will take place as part of the monitoring process. If, following review during the summer months or following 6 months of occupation, whichever comes first, additional cycle spaces are required, then they will be provided in the existing parking areas.
- Following the results of the 3<sup>rd</sup> Interim Travel Survey (Year 3), should targets not be met then the Travel Plan Coordinator will work with the Site Owner and Estate Management Team to implement further promotion of certain initiatives as appropriate. The aim will be to ensure the uptake of certain measures i.e. personalised journey planning, car club use, cycling proficiency training and on-Site bike mechanic courses.

## 8 ACTION PLAN

8.1 **Table 8.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

<b>Table 8.1: Travel Plan Action Plan</b>					
<b>Action</b>	<b>Target</b>	<b>Funding</b>	<b>Measure</b>	<b>Responsibility</b>	<b>Cost</b>
Production of Travel Plan	Completed Travel Plan	Site Owner	Travel Plan	Site Owner	Time-spent
Appointment of Residential Travel Plan Co-ordinator and handover Travel Plan to TPC	3 months prior to first occupation	Site Owner	Appointment of Travel Plan Co-ordinator	Site Owner	Time-spent
Launch of Travel Plan	Within 1 month of occupation of first residential units	Site Owner	-	Site Owner	Time-spent
Provision of Cycle and Car Parking	Prior to first occupation	Site Owner	On completion of the development	Site Owner	Design Cost
Erection of Travel Noticeboards in prominent locations / information screens	Prior to first occupation	Site Owner	On completion of the development	TPC and/or Site Over	Printing costs
Completion of webpage	Prior to occupation	Site Owner	Website live	Site Owner	Time-spent
Production of Travel Pack	To new residents upon occupation	Site Owner	Completed Travel Pack	TPC	Time-spent and printing costs
Implementation of Measures including provision of Car Club	Free to new residents upon occupation for first 3 years	Site Owner	On completion of the development	TPC	As per Car Club Proposal
Baseline Travel Survey (Year 0)	Given to each household within 6 months of occupation or once 250 of the units are occupied, whichever is soonest	Site Owner	Receipt of survey results	TPC	Time-spent
Interim Surveys	Within 1 month of the anniversary of the first survey	Site Owner	Receipt of survey results	TPC	Time-spent
Full Review at end of Year 5	5 years after Baseline Survey	Site Owner	Receipt of survey results	TPC	Time-spent

## **9 SECUREMENT AND FUNDING**

- 9.1 This Travel Plan will be secured and implemented through a S106 agreement or planning condition.
- 9.2 The Site Owner is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved. This will include funding the Travel Plan Coordinator, travel surveys and implementation of all reasonable necessary measures.
- 9.3 Funding required for the implementation of the Travel Plan each year will be largely dependent on the surveys during monitoring.

# Appendix A

## **Appendix B**

## **Appendix C**