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Planning Application for the Aylesbury Estate Regeneration

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## Plot 18 Reserved Matters Application

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# Community Facility Travel Plan

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WSP

v1

 Notting Hill  
Housing

 Southwark  
Council

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# TABLE OF CONTENTS

|   |   |    |
|---|---|----|
| 1 | INTRODUCTION.....                         | 4  |
| 2 | PLANNING POLICY .....                     | 7  |
| 3 | BASELINE SITE ACCESSIBILITY .....         | 12 |
| 4 | DESCRIPTION OF PROPOSED DEVELOPMENT ..... | 16 |
| 5 | OBJECTIVES AND TARGETS.....               | 18 |
| 6 | TRAVEL PLAN STRATEGY.....                 | 20 |
| 7 | TRAVEL PLAN MEASURES.....                 | 21 |
| 8 | MONITORING, REVIEW AND ACTION PLAN.....   | 24 |
| 9 | SECURING AND ENFORCING .....              | 27 |

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## FIGURES

- Figure 1 – Site Location Plan
- Figure 2 – Wider Site Location Plan
- Figure 3 – Walking Accessibility Plot
- Figure 4 – Cycling Accessibility Plot
- Figure 5 – Local Bus Services Plan
- Figure 6 – Bus Stop Location Plan

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## APPENDICES

- Appendix A – Proposed Development Layout Plan
- Appendix B – ATTrBuTE Assessment

# 1 INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1 WSP | Parsons Brinckerhoff have been appointed by Notting Hill Housing Trust (NHHT) to provide advice in connection with the Aylesbury Estate Regeneration Scheme in Southwark.
- 1.1.2 The primary planning permission consisted of a hybrid application of two applications:
- Detailed Planning Application – ‘First Development Site’ (FDS); and
  - Outline Planning Application – ‘Masterplan Development Site’
- 1.1.3 These applications were submitted by NHHT to Southwark Council in September 2014. Planning approval for both the Detailed Planning Application for the ‘First Development Site’ (Ref: 14/AP/3843) and the Outline Planning Application (Ref: 14/AP/3844) was granted by Southwark Council in August 2015.
- 1.1.4 As part of the Outline Planning Application for the ‘Masterplan Development Site’ a number of new community facilities will be provided on the Plot 18 Site (Taplow House, Thurlow Street, London, SE17 2UN) comprising the following elements:
- Health Centre approximately 3,344 sq.m (GIA) in size to provide new premises for the Aylesbury Medical Centre and the Aylesbury Community Health (both located in Taplow);
  - Early Years Facility approximately 947 sq.m (GIA) in size;
  - Community Facilities; including Library approximately 900 sq.m in size (replacing facilities on East Street;
  - Retail space approximately 225 sq.m in size;
  - 122 residential units; and
  - Public Open Space.
- 1.1.5 These elements will ensure the delivery of key facilities at an early stage of the development programme to support the community over the period of the regeneration of the estate, serving existing residents on the estate and surrounding residential areas as well as serving the future residents of the redeveloped estate.
- 1.1.6 One of the conditions of the Outline Planning Permission is that a Travel Plan should be submitted as part of a Reserved Matters Planning Application where the proposed non-residential floorspace either meets or exceeds the Travel Plan thresholds set out in Table 2.1 of the document titled ‘Guidance for workplace travel planning for development’ produced by Transport for London (TfL).
- 1.1.7 Based on the size of the facilities outlined above, and the information provided by the architect it is confirmed that a Workplace Travel Plan will need to be provided for the Health Centre and a School Travel Plan will need to be provided for the Early Years Facility as part of the Reserved Matters Application. Although a Workplace Travel Plan is not required for the Community Facility one has been prepared in order to contribute to BREEAM points for the Plot 18 Site.

- 1.1.8 A Framework Travel Plan has already been prepared to encompass the whole site ('Masterplan Development Site' and 'First Development Site'), and this Workplace Travel Plan sits under the over-arching canopy of the Framework Travel Plan, contributing towards its overall targets.
- 1.1.9 This Workplace Travel Plan has been produced for the Community Facility on the Plot 18 Site, and sets out the measures that will be provided to promote and encourage travel by sustainable modes to and from the Community Facility in order to support the sustainable transport objectives of the Aylesbury Regeneration Area. It conforms to national, local and ATTrBuTE guidance.

## 1.2 TRAVEL PLAN OVERVIEW

- 1.2.1 A Travel Plan (TP) is a dynamic management tool which brings together transport and other business issues in a co-ordinated strategy. A TP can bring a number of benefits to a new development for the developer, the ultimate occupier, users of the site (such as employees, customers, visitors, suppliers etc.), local residents and the local authority.
- 1.2.2 TfL, in their latest guidance Travel Planning for New Development in London (February 2011), define Travel Plans as:
- “A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed.”*
- 1.2.3 A Travel Plan aims to:
- Encourage the use of more sustainable modes of transport, such as walking, cycling and using public transport;
  - Reduce unnecessary travel; and
  - Encourage the use of sustainable travel by improving facilities and providing information.
- 1.2.4 It is considered that the nature of a particular land use can influence the content of a Travel Plan and for the proposed Community Facility the following is considered relevant:
- The development will be car free, and local streets are subject to parking restrictions, and therefore private car travel to the site is restrained from the outset. As a result it is considered that the main aims and objectives of the Workplace Travel Plan will be to increase walking and cycling trips over public transport trips as far as practicable; although it is noted that modal use will relate to journey purpose; and
  - The Workplace Travel Plan will be most effective when targeted at staff. Whilst measures for visitors are included, such trips to the site are difficult to influence, track and manage over a longer period of time. Whilst targets with a monitoring and review mechanism have been defined for staff, it is not considered appropriate to set specific targets for visitors.
- 1.2.5 This Workplace Travel Plan has been prepared in respect to the development but acknowledges that Travel Plan measures and resources will be shared with neighbouring uses as far as practicable.
- 1.2.1 TfL, in its latest guidance, (<https://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>), advises that a Travel Plan 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 physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

- 1.2.2 A Travel Plan is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site and provides continuous improvements for its duration. A Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport effects arising from development.
- 1.2.3 This Travel Plan has also been prepared in accordance with TfL's Travel Planning Guidance, (November 2013). This guidance marks a move towards integrating deliveries and servicing into the Travel Planning process.
- 1.2.4 The Travel Plan is compliant with the ATTrBuTE assessment which is an online Travel Plan assessment tool for London. An ATTrBuTE assessment for this Workplace Travel Plan has been undertaken and is included in Appendix B. It is intended for this document to be reviewed by the LBS and TfL to agree appropriate measures, targets and monitoring requirements prior to implementation.

## 1.3 TRAVEL PLAN STRUCTURE

- 1.3.1 The structure of this Workplace Travel Plan is as follows:
- Section 2 provides an overview of key national, regional and local policies in relation to travel planning;
  - Section 3 provides background information regarding the transport network in the vicinity of the proposed development site, with reference to road links, walking, cycling, buses, rail and underground services;
  - Section 4 provides a description of the development proposals;
  - Section 5 describes the Objectives and Targets of the Travel Plan;
  - Section 6 outlines the Travel Plan Strategy;
  - Section 7 outlines the Travel Plan Measures that will be implemented;
  - Section 8 describes how the Travel Plan will be monitored and reviewed; and
  - Section 9 identifies how the funding of the Travel Plan will be secured and how the measures will be enforced.



# 2 PLANNING POLICY

## 2.1 INTRODUCTION

2.1.1 This section provides a brief overview of national, regional and local transport planning policy relevant to Travel Planning.

## 2.2 NATIONAL POLICY

### NATIONAL PLANNING POLICY FRAMEWORK (MARCH 2012)

2.2.1 The National Planning Policy Framework (NPPF) was adopted in March 2012, replacing existing national planning policy guidance and statements, such as PPG13 and PPS3, with a single more concise document. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

2.2.2 The NPPF embraces a presumption in favour of sustainable development which should be delivered within three main dimensions: economic; social and environmental.

2.2.3 With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

2.2.4 Relating to facilitating economic growth Paragraph 32 of NPPF sets out that: *“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.2.5 The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflict between traffic and cyclists or pedestrians; avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

2.2.6 Travel Plans are considered a key tool in achieving the above.



2.2.7 The NPPF defines a Travel Plan as:

*“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.”*

#### NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2014)

2.2.8 The National Planning Practice Guidance (NPPG) was launched on the 6<sup>th</sup> March 2014 and provides a web-based resource in support of the NPPF. Following public consultation on a ‘beta’ version ending on 9<sup>th</sup> October 2013, the NPPG has been amended. The guidance includes advice on Travel Plans and states:

*“In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should take into account the following considerations:*

- *The Travel Plan policies, (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation, (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities / strategies, (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan, (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.”*

#### GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DfT, 2009)

2.2.9 The DfT guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. 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’.”*

2.2.10 The document recognises that it can be helpful to view a Travel Plan for a 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.

2.2.11 The DfT’s Travel Plan Pyramid helps demonstrate 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. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

## 2.3 REGIONAL POLICY

### THE LONDON PLAN 'THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011' (MARCH 2016)

- 2.3.1 The 2015-2016 Minor Alteration to the London Plan (MALP) has been prepared to bring London in line with national car parking policy. The updates concern residential parking standards and so are not therefore relevant to the Travel Plan for the Community Facility.
- 2.3.2 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and encourage cycling, walking and use of electric vehicles. The document states that London should be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.
- 2.3.3 The London Plan recognises that transport plays a fundamental role in addressing the whole range of this spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.
- 2.3.4 Policy 6.1 Strategic Approach stresses the importance of closer integration of transport and development and hopes to achieve this by inter alia:
- Encouraging patterns of development that reduce the need to travel, especially by car;
  - Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
  - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
  - Promoting greater use of low carbon technology so that CO2 and other contributors to global warming are reduced; and
  - Promoting walking by ensuring an improved urban realm.
- 2.3.5 Table 6.3: Cycle Parking Minimum Standards, provides the following guidance for D1 other (e.g. library, church etc.):
- Long-stay: 1 space per 8 staff; and
  - Short-stay: 1 space per 100sq.m.
- ### TFL TRAVEL PLANNING GUIDANCE (NOVEMBER 2013)
- 2.3.6 In November 2013 TfL published a new guidance document to combine and simplify the previous Travel Plan document 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing,' (January 2012). One of the purposes of the guidance is to ensure that deliveries are taken into account from the earliest stage in the travel planning process.
- 2.3.7 The guidance document sets out the core elements of a Travel Plan that are deemed essential. The essential elements are as follows: Objectives, Targets, Measures, Management, Action Plan, Securing, and Monitoring and Review.
- 2.3.8 According to the guidance, all class use D1 developments should prepare and submit a School Travel Plan where occupiers will have to take up sustainable transport initiatives.

## 2.4 LOCAL POLICY

### SOUTHWARK CORE STRATEGY (APRIL, 2011)

2.4.1 The Core Strategy policies set out the Borough's strategic approach to development. In particular, Strategic Policy 2 'Sustainable Transport' aims to further encourage a shift to sustainable travel within the Borough. Core Strategy Policy 2 states;

- Encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

2.4.2 LBS aims to achieve a reduction in car use through the following measures:

- Planning places and development with priority for walking and cycling, whilst maximising the use of public transport and minimising car use;
- Directing large developments to areas that are very accessible by walking, cycling and public transport;
- Safeguarding land for planned public transport improvements and where the need arises in the future;
- Improving access to mixed use town and local centres; and
- Encouraging use of the River Thames for transport and improving links between Southwark and north of the river.

### THE SOUTHWARK TRANSPORT PLAN (LBS, 2011)

2.4.3 The Transport Plan sets out how the Council will improve the travel to, from and within the Borough and thereby contributing to the wider economic, social and environmental objectives of the council. The Transport Plan sets out the Council's vision for transport, their long term goals and transport objectives for the Borough for a period of up to 20 years. The Transport Plan also details the targets and outcomes to demonstrate how the Transport Plan is being delivered.

2.4.4 The Transport Plan intends to achieve its transport aspirations through eight key objectives. The relevant objectives together with the associated policies that supports and underpins each of the objectives are set out below:

#### **Objective 1: Manage demand for travel and increase sustainable transport capacity**

- Policy 1.2 requires car free development in areas of good access to public transport, that are located in a controlled parking zone
- Policy 1.7 places emphasis on reducing the need to travel by public transport by encouraging more people to walk and cycle; and
- Policy 1.12 urges the need to ensure that cycle parking is provided in areas of high demand and in areas where convenient.

#### **Objective 2: Encourage sustainable travel choices**

- Policy 2.2 places importance on working with businesses, employers and organisations to encourage more staff to travel sustainably; and
- Policy 2.3 proposes promoting and encouraging sustainable travel choices in the borough.

**Objective 3: Ensure the transport system helps people to achieve their economic and social potential**

- Policy 3.2 stresses the need to support access to employment. It states that, as well as supporting those already in work, it is important to maximise opportunities for those seeking work or training; and

**Objective 4: Improve the health and wellbeing of all by making the borough a better place**

- Policy 4.1 seeks to promote active lifestyles through walking and cycling.

**Objective 6: Improve travel opportunities and maximise independence for all**

- Policy 6.1 puts emphasis on making the streets more accessible for pedestrians;
- Policy 6.2 stresses the importance of improving access to public transport; and
- Policy 6.5 highlights the need to provide essential parking for residents with mobility difficulties.

**Objective 8: Reduce the impact of transport on the environment**

- Policy 8.1 seeks to reduce overall levels of private motor vehicle traffic on our streets; and
- Policy 8.2 considers the importance to promote the uptake of low emissions vehicles.

## 2.5 POLICY SUMMARY

- 2.5.1 National, regional and local planning policies work together to promote successful Travel Plans which strive for consistency between the 'hard' development proposals and the 'soft' initiatives which accompany it, together with a commitment to monitor travel behaviour and promote sustainable practices throughout the life of the Travel Plan.

# 3 BASELINE SITE ACCESSIBILITY

## 3.1 SITE LOCATION

3.1.1 The Aylesbury Estate is situated to the north of Burgess Park between Walworth Road and Old Kent Road. A detailed location plan of the site is shown in Figure 1, and a wider site location plan is shown in Figure 2. A layout plan of the proposed development showing the proposed access points and main routes for all transport modes is included in Appendix A.

## 3.2 EXISTING PEDESTRIAN INFRASTRUCTURE

3.2.1 There are a number of pedestrian routes through the Aylesbury Estate which offer a degree of permeability for pedestrians. Thurlow Street, Villa Street and Inville Road offer connectivity through the site in a north-south direction, and Hopwood Road, Beaconsfield Road, Kinglake Street, Inville Road and Roland Way offer connectivity through the site in an east-west direction. The nature of the footway provision and raised walkways throughout the estate are less than desirable, however the Aylesbury Estate Regeneration Scheme is a programme of works to replace this infrastructure with a network of streets over time. This Reserved Matters Applications represents an early stage of work which will become a focal point for the area.

3.2.2 A walking accessibility plot has been produced for the Plot 18 Site and this is shown in Figure 3. This shows that a wide area encompassing Walworth, Camberwell, Elephant and Castle and Bermondsey is within a 25 minute walk of the Plot 18 Site.

## 3.3 EXISTING CYCLING INFRASTRUCTURE

3.3.1 A cycling accessibility plot has been produced for the Plot 18 Site and this is shown in Figure 4. This shows that a wide area encompassing Southwark, Westminster, Victoria, the City, Clapham and Rotherhithe is within a 25 minute cycle of the Plot 18 site.

3.3.2 Barclays Cycle Superhighways are cycle routes running from outer London into and across central London, and are designed to give safer, faster and more direct journeys for cyclists into central London. The nearest route is CS7 which travels from Merton to the City via the A24 and A3 using Clapham Road, Kennington Park Road and providing access to the City across Southwark Bridge.

3.3.3 There are also a number of alternative quieter signed or recommended routes that utilise the site roads adjacent to CS7, including a number of established cycle routes within the area. These routes are part of the existing London Cycle Network (LCN) and include Route 2 from Elephant and Castle to Orpington and Route 23 from Southwark Bridge to Croydon.

3.3.4 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, ride it to where you want to go to, and then return it to any docking station, ready for the next person to use.

3.3.5 There are a number of locations near Elephant and Castle and to the north of the Aylesbury Estate where cycle hire facilities are available. The nearest facility is located on Rodney Road in Walworth, which is just a short walk (less than 5 minutes) from the north of the Aylesbury Estate. The remaining cycle hire locations are a 15 to 20 minute walk from the centre of the Aylesbury Estate.

3.3.6 There are a considerable number of cycle parking spaces along the length of Walworth Road and Old Kent Road, and within and surrounding the Aylesbury Estate there are existing cycle stands at the following locations:

- Aylesbury Medical Centre;
- Junction of East Street and Thurlow Street;
- Faraday School;
- Junction of Portland Street and Wooler Street;
- South section of Portland street; and
- Albany Road at the outdoor gym.

## 3.4 EXISTING PUBLIC TRANSPORT PROVISION AND FACILITIES

### EXISTING PTAL LEVEL

3.4.1 The Aylesbury Estate is situated between two bus corridor (the A2 and the A215), but also has bus services that pass directly through the estate, along Thurlow Street and Albany Road. As a result the Public Transport Accessibility Level (PTAL) for the Aylesbury Estate varies by location, with the areas closer to the A2 and A215 having a higher PTAL than the area around Thurlow Street. For example, the PTAL level varies from 6 close to Camberwell Road to between 2 and 3 for areas around the junctions of Albany Road / Wells Way and Albany Road / Thurlow Street. It is considered that the existing PTAL of the Plot 18 Site is 3.

### BUS ROUTES

3.4.2 The Plot 18 site has 3 day bus services running past it, and there is also one night bus. These bus routes are shown in Figure 4, and the route and number of buses per hour for the day bus services are summarised in Table 3.1 below.

**Table 3.1 Day Bus Services and Frequencies within vicinity of Plot 18**

| Route | Route Description               | Average Day Frequency |          |           |
|-------|---------------------------------|-----------------------|----------|-----------|
|       |                                 | Monday – Friday       | Saturday | Sunday    |
| 42    | Denmark Hill – Liverpool Street | 8-11mins              | 8-10mins | 15mins    |
| 136   | Elephant & Castle – Grove Park  | 8-12mins              | 8-12mins | 15mins    |
| 343   | City Hall – New Cross Gate      | 4-8mins               | 6-10mins | 10-15mins |

*Source: Transport for London (October 2015)*

3.4.3 Table 3.2 summarises the route and number of buses per hour for the night bus services.

**Table 3.2 Night Bus Services and Frequencies within vicinity of Plot 18**

| Route | Route Description                 | Average Night Frequency |          |        |
|-------|-----------------------------------|-------------------------|----------|--------|
|       |                                   | Monday – Friday         | Saturday | Sunday |
| N343  | New Cross Gate – Trafalgar Square | 30mins                  | 30mins   | 30mins |

*Source: Transport for London (October 2015)*

3.4.4 The bus routes mentioned above are shown in Figure 5, and are accessed via bus stops on Thurlow Street. These are shown in Figure 6, and are summarised in Table 3.3 below.

**Table 3.3 Bus Stops and Bus Service Availability within the vicinity of Plot 18**

| Bus Stop Name                | Road Location  | Service      |
|------------------------------|----------------|--------------|
| Alsace Road                  | Thurlow Street | 42, 136, 343 |
| East Street / Thurlow Street | East Street    | 42           |
| East Street / Flint Street   | Thurlow Street | 136, 343     |

Source: Transport for London (October 2015)

- 3.4.6 There are also a large number of bus stops on entries to the Elephant and Castle roundabout, including interchange facilities between buses and trains at Elephant and Castle underground and railway station. Many of the very frequent bus services operating within the vicinity of the Aylesbury Estate stop at Elephant and Castle, meaning that the bus offers a quick, convenient way of accessing the station from the site.

### 3.5 UNDERGROUND AND RAIL SERVICES

- 3.5.1 Table 3.4 sets out the names and distances to the nearest London Underground stations, and the lines which are available from these stations.

**Table 3.4 London Underground Stations and Lines within the vicinity of Plot 18**

| Station             | Line                  | Approximate Distance (Metres) |
|---------------------|-----------------------|-------------------------------|
| Elephant and Castle | Northern and Bakerloo | 1300                          |
| Borough             | Northern              | 1800                          |
| London Bridge       | Northern and Jubilee  | 2200                          |
| Kennington          | Northern              | 1400                          |
| Oval                | Northern              | 2000                          |

Source: Transport for London (October 2015)

- 3.5.2 Table 3.5 shows the nearest National Rail and London Overground stations, and the lines which are available from these stations, the distance from and the services which are available from those stations.

**Table 3.5 National Rail / London Overground Stations within the vicinity of Plot 18**

| Station             | Line              | Approximate Distance (Metres) |
|---------------------|-------------------|-------------------------------|
| Elephant and Castle | National Rail     | 1300                          |
| London Bridge       | National Rail     | 2200                          |
| Peckham Rye         | London Overground | 2200                          |

Source: Transport for London (October 2015)

### 3.6 CAR CLUBS

- 3.6.1 There are a number of locations within the area. These are principally provided by Zipcar, and in total there are 8 cars situated at the following locations:

- Bradnham Close;
- Portland Street;
- Sondes Street;
- Wooler Street;
- East Street;
- Bagshot Street;
- Madron Street; and
- Chatham Street



- 3.6.2 There are also other ways of hiring cars in London through 'easyCar Club', which allows private individuals to make money by hiring their car out for use if they are not using it, as well as citycar club', both of which have some cars available close to the Aylesbury Estate.

### 3.7 TRAVEL BEHAVIOUR – CENSUS 2011 DATA

- 3.7.1 The Plot 18 Site lies within the Faraday Ward and the latest available Travel to Work statistics for the Faraday Ward along with the statistics for the Fenland District as a whole are shown in Table 3.6 below.

**Table 3.6 Travel to Work Statistics for Faraday Ward and Southwark as a whole**

| Mode                                   | Mode Share   |             |               |             |
|--|--------------|-------------|---------------|-------------|
|  | Faraday Ward |             | Southwark     |             |
|  | Number       | Percentage  | Number        | Percentage  |
| Driving a Car or Van                   | 694          | 12.7%       | 18266         | 13.0%       |
| Passenger in a Car or Van              | 52           | 0.9%        | 1180          | 0.8%        |
| Bus, Minibus, Coach                    | 2481         | 45.2%       | 39293         | 27.9%       |
| Taxi or Minicab                        | 23           | 0.4%        | 665           | 0.5%        |
| Train                                  | 370          | 6.7%        | 19114         | 13.6%       |
| On Foot                                | 566          | 10.3%       | 18353         | 13.0%       |
| Bicycle                                | 392          | 7.1%        | 10898         | 7.7%        |
| Motorcycle, Scooter or Moped           | 50           | 0.9%        | 1766          | 1.3%        |
| Underground, Metro, Light Rail or Tram | 810          | 14.8%       | 30015         | 21.3%       |
| Other Method of Travel to Work         | 47           | 0.9%        | 1441          | 1.0%        |
| <b>Total</b>                           | <b>5485</b>  | <b>100%</b> | <b>140991</b> | <b>100%</b> |

*Source: 2011 Census Data (October 2015)*

- 3.7.2 As can be seen from Table 3.5 the use of sustainable modes of travel to work is high within both the Faraday Ward and Southwark as a whole. For example, the Faraday Ward has a combined mode share of 39% for walking, cycling and public transport, and Southwark as a whole has a combined mode share of 56% for walking, cycling and public transport.
- 3.7.3 Accordingly, the use of the car to travel to work is low within both the Faraday Ward and Southwark as whole. For example, the Faraday Ward has a mode share of 12.7% for driving a car or van to work, and for Southwark as a whole has a mode share of 13.0% for driving a car or van to work.

# 4 DESCRIPTION OF PROPOSED DEVELOPMENT

## 4.1 INTRODUCTION

4.1.1 This section sets out the development proposals for the Community Facility within the Plot 18 site. The Community Facility is provided in the ground floor of the North Block and covers approximately 900 sq.m.

## 4.2 DEVELOPMENT DESCRIPTION

4.2.1 The Community Facility comprises the following:

- A community library;
- A Stay-and-Play facility; and
- Office space for a local Community Trust.

4.2.2 The new library within the northern block of Plot 18 will replace the existing East Street Library which is located in a council owned small ground floor unit on Old Kent Road.

4.2.3 The new Stay-and-Play facility will replace the existing Tykes Corner service, which was located on the development site and closed at the end of 2015.

4.2.4 The new office space for a local Community Trust will re-provide the facility which is currently located on the Aylesbury Estate.

## 4.3 PARKING PROVISION

### CAR PARKING

4.3.1 The new Community Facility is a re-provision of facilities that already exist within close proximity of their future location. At present, none of the facilities have associated car parking.

4.3.2 As the development will be car free, and local streets subject to parking restrictions, private car travel to the site will therefore be restrained from the outset. It is considered that this will not be an issue given that the existing facilities do not currently include parking. It is considered that staff travelling to the Community Facility will be more likely to travel by sustainable modes if no car parking is available.

### CYCLE PARKING

4.3.3 Cycle parking for the D1 community element of the North Block will be provided in accordance of the London Plan, which requires the following provision:

- Long-Stay = 1 space per 8 staff; and
- Short-stay = 1 space per 100sq.m.

4.3.4 In accordance with the requirements of the London Plan, 2 long stay cycle parking spaces will be provided for staff, and 8 short stay cycle parking spaces will be provided for visitors. The long-stay cycling parking will be provided in covered, secure locations which are only accessible to staff.

- 4.3.5 In accordance with the London Plan, short-stay cycle parking will have step free access and be located within 15m of the main site entrance where possible, to encourage visitors / users of the site to cycle.
- 4.3.6 For both long-stay and short-stay cycle parking, consideration will be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers.
- 4.3.7 The London Plan recommends that supporting facilities are provided at land uses where long stay cyclists require them (such as places of employment). Supporting facilities include lockers, showers and changing rooms.

## 4.4 ACCESS STRATEGY

- 4.4.1 The masterplan proposals seek to return the area to a grid-based network of streets that allow permeability and connectivity for all people. Guidance from Manual for Streets and the AAAP indicates that a permeable grid is an efficient and effective way of providing for all types of movement.

### PEDESTRIAN AND CYCLING ACCESS

- 4.4.2 The Community Facility will be located within the northern block of Plot 18. Within Plot 18, pedestrian access is provided in the form of improved footways on Inville Road and Dawes Street, and footways along a new street to the north of the site. Within the new public square, pedestrian access will be provided throughout.
- 4.4.3 There is a level difference across the new public square that means that a set of steps is present in the south and east of the square. The steps are combined with a ramped section to allow mobility impaired access in this area.

### CYCLE ACCESS

- 4.4.4 The proposals for the Southwark Spine have not yet been developed by Southwark Council and consequently the design of Thurlow Street has been left on the existing kerb line to allow the future provision of this link. The re-constructed Inville Road, connection to Dawes Street and new residential street are all designed for slow speed traffic and to be attractive local unmarked cycle routes that will link to the Southwark Spine once complete.

### VEHICULAR ACCESS

- 4.4.5 As set out in the masterplan application, it is proposed to re-join the network of streets in the area around Plot 18 to re-create a connected street network. This is achieved by connecting Inville Road to Dawes Street and in the provision of a new residential street connecting Dawes Street and Thurlow Street.
- 4.4.6 The proposed roads are 5m wide allowing for two-way vehicle movements. Access is provided to a basement car park below the South Block which connects to the extended Dawes Street.
- 4.4.7 Section 4.5 of the Transport Statement for Plot 18 provides further information about the vehicular access to the site.

## 4.5 DELIVERY AND SERVICING

- 4.5.1 A servicing management plan is required as part of the legal obligations of the s106 agreement. This plan is a standalone document and should be referred to for further details.

# 5 OBJECTIVES AND TARGETS

## 5.1 OBJECTIVES AND PRINCIPLES

- 5.1.1 TfL's guidance document entitled 'Travel Planning for New Development in London (November 2013) sets out objectives and targets for Travel Planning.
- 5.1.2 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.
- 5.1.3 Travel Plans should have measurable outputs or targets against which the progress of the Workplace Travel Plan can be monitored. With consideration to the nature of the development, that being it is a development with limited parking (and local streets have parking restrictions in place), the main objectives of the Workplace Travel Plan are as follows:
- To establish sustainable travel principles for the development as a whole;
  - To encourage walking and cycling trips over the use of public transport provision as far as practicable;
  - To support car-free lifestyles;
  - To maximise the use of cycle parking provision as far as practicable;
  - To increase the attractiveness and use of cycling for day-to-day journeys;
  - To promote and encourage healthy and active travel; and
  - To raise awareness of sustainable modes of transport available for visitors to and from the site.

## 5.2 TARGETS

- 5.2.1 Travel Plan targets can be used to assess the effectiveness of a Travel Plan and identify which areas require attention in terms of prioritising resources such as time, cost and labour.
- 5.2.2 In accordance with TfL's best practice guidance, all targets identified will be SMART (**S**pecific; **M**easurable; **A**chievable; **R**ealistic and **T**ime-bound), and appropriate to the specific development and land use to which they apply.
- 5.2.3 The Transport Assessment (TA) prepared to accompany the planning application for the Aylesbury Estate included a multi-modal trip attraction assessment to predict peak hour trips by mode to and from the site. The Travel Plan targets will apply to workplace staff only, although the Travel Plan itself will be promoted to visitors.
- 5.2.4 On this basis, to establish the actual peak hour travel patterns of the Community Facility with regards to staff, an initial baseline travel survey questionnaire will be issued upon 75% occupation. The aim is to identify staff's main mode of peak hour travel upon first occupation of the site to be able to compare modal travel patterns following the implementation of the Travel Plan. The results of the survey would be issued to the LBS for their records.
- 5.2.5 For staff at the Community Facility, the travel survey questionnaire, (iTRACE compliant) will be repeated around the time of the anniversary of occupation during the third and fifth years. For

visitors to the site, a simplified version of the travel survey questionnaire will be commissioned to identify experience of travel habits, (see Section 8 for further details).

- 5.2.6 As single occupancy trips will not be a feature of the Community Facility, it is proposed that a modal shift from public transport to walking and cycling is encouraged. An appropriate target would be a 15% increase in the use of cycles and 5% increase in walking for journeys to work is achievable over a five year period with a holistic Workplace Travel Plan in place. This aim type target will be discussed with LBS and TfL after the initial travel survey has been completed and analysed. The targeted increases should be proportionately calculated based on surveys that have been taken into consideration levels of occupation and type of land use.
- 5.2.7 The net future non-residential trips by mode of the entire masterplan are shown in Table 5.1 below.

**Table 5.1 Net Future Non-Residential Trips by Mode**

| Mode          | Mode Share              |            |            |                         |            |            |
|---------------|-------------------------|------------|------------|-------------------------|------------|------------|
|               | AM Peak (08:00 – 09:00) |            |            | PM Peak (17:00 – 18:00) |            |            |
|               | Arrivals                | Departures | Total      | Arrivals                | Departures | Total      |
| Car Driver    | 43                      | 19         | 62         | 32                      | 44         | 76         |
| Car Passenger | 10                      | 4          | 14         | 6                       | 9          | 15         |
| Bus           | 56                      | 25         | 81         | 23                      | 65         | 88         |
| Walk          | 79                      | 55         | 134        | 87                      | 69         | 155        |
| Cycle         | 11                      | 10         | 22         | 1                       | 5          | 6          |
| <b>Total</b>  | <b>199</b>              | <b>114</b> | <b>312</b> | <b>148</b>              | <b>192</b> | <b>340</b> |

# 6

## TRAVEL PLAN STRATEGY

### 6.1 MANAGEMENT

#### TRAVEL PLAN CO-ORDINATOR

6.1.1 A Travel Plan Coordinator will be appointed to take responsibility for the development and management of the plan, and ensuring its delivery. The Travel Plan Coordinator (TPC) will be appointed prior to the occupation of the site.

6.1.2 The roles and responsibilities of the Travel Plan Coordinator are set out below:

- Implementation and management of the Travel Plan;
- Awareness-building and engagement with staff;
- Strategic marketing and communication;
- Implementing and managing measures;
- Measuring success and monitoring change;
- Reporting progress to all Travel Plan stakeholders, including staff and the planning and highway authorities;
- Obtaining and maintaining commitment and support from staff;
- Giving advice and information on transport-related subjects to staff; and
- On-site coordination of data collection for the Travel Plan.

### 6.2 MARKETING STRATEGY

6.2.1 It is recognised that a marketing and communication strategy is key to the success of the Workplace Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Workplace Travel Plan and disseminate travel information and notification of events and facilities provided. Full details of the marketing strategy are contained within the individual measures sections. The marketing activities to be undertaken include:

- Provision of links to relevant journey planning information and timetables for public transport services will be provided within promotional material; and
- Notification of sustainable travel events and reminders to staff of available incentives.

### 6.3 UPDATING

6.3.1 The Workplace Travel Plan is a strategy for a minimum 5 year period and, as such, will evolve over time. Although the objectives of the Workplace Travel Plan, to educate staff and to facilitate travel by sustainable modes, will not change, it may be possible over time to redefine specific targets / measures. The on-going monitoring and review programme will provide updated information that will allow the Workplace Travel Plan to be revised, refined and improved as appropriate.

# 7 TRAVEL PLAN MEASURES

## 7.1 INTRODUCTION

7.1.1 This section outlines the ‘hard,’ (infrastructure) and ‘soft,’ (travel management) measures that will be implemented to maximise sustainable travel behaviour within the Community Facility.

7.1.2 This section outlines the measures which will be implemented on site in order to achieve the objectives identified within Section 5. These measures form the core of the Travel Plan. The measures have been grouped into two types as follows and considered in turn in the following sections:

- ‘Hard’ engineering measures incorporated into the design of the Community Facility; and
- ‘Soft’ marketing and management measures which will be implemented as part of the development proposals to ensure that sustainable travel behaviour is maximised.

## 7.2 ‘HARD’ MEASURES – SITE DESIGN

7.2.1 It should be recognised that many physical aspects of the design of the Community Facility will influence travel patterns, and will have a significant impact upon reducing dependence upon the car. The hard engineering measures that will be incorporated into the design of the development are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of each building and landscaping within the development prior to occupation and will be funded by the developer.

### ACCESSIBILITY

7.2.2 The pedestrian connections to the wider surrounding network are provided on the main pedestrian desire lines connecting to convenient routes towards public transport service access points within the immediate surrounding area, as outlined within Section 3 of this Travel Plan.

### CAR PARKING PROVISION

7.2.3 This scheme will be a car free development.

### CYCLE PROVISION

7.2.4 8 short-stay cycle parking spaces will be provided at the front of the building, adjacent to the main entrance of the new Community Facility, in line with the levels of provision stipulated in regional and local policy. The prominent situation of the short-stay cycle parking area will facilitate informal surveillance of parked cycles and enhance the visibility of cycling amongst site users in order to encourage uptake.

7.2.5 2 long-stay cycle parking spaces will be provided in covered, secure locations which are only accessible to staff. Cycle maintenance facilities will be provided for all staff.

## 7.3 ‘SOFT’ MEASURES – MARKETING AND PROMOTION

7.3.1 The location of the Community Facility, its design and proximity to public transport services and visitor and staff homes within the surrounding area should 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. Details of the communication strategy for the proposed Community Facility are set out below.



## TRAVEL LEAFLETS

- 7.3.2 Travel leaflets will be distributed to all staff of the development to raise awareness of the Workplace Travel Plan and the sustainable travel initiatives contained within it. The travel leaflets will be produced by the Travel Plan Coordinator. The leaflets will be contained in the entrances to the Community Facility for visitors travelling to and from the development.
- 7.3.3 The travel leaflets will contain a map of the local area and show walk, cycle and public transport routes to / from key local facilities and public transport service access points. A key role of the travel leaflet will also be to raise awareness of the sustainable travel initiatives being implemented through the Workplace Travel Plan. A summary of key information to be included within the leaflet is set out below:
- Promotion of walking and cycling: Information on walking and cycling routes will be provided together with links to sources of further information;
  - Promotion of public transport services: Details of service access points and operating frequencies will be provided for nearby bus and underground stations / rail stations, together with information regarding the times of the first and last services, (i.e. timetable information, TfL website for journey planner, etc.); and
  - Promotion of key services and facilities: Full details of the key services and facilities provided will be included within the travel leaflet.

## WALKING

- 7.3.4 In order to encourage travel to and from the Community Facility on foot:
- Occupiers of the development will be provided with information and advice concerning safe pedestrian routes;
  - The health benefits of walking will be promoted; and
  - Relevant initiatives will be investigated such as walk to work week for employees, etc.

## CYCLING

- 7.3.5 The measures outlined below are designed to contribute to growth in cycling:
- Up-to-date information and advice concerning safe cycle routes to the site is provided to staff / visitors;
  - Showers, lockers and changing facilities will be provided for staff to use;
  - Information about the London Barclays cycle hire scheme will be provided;
  - The Travel Plan Coordinator will investigate setting up a Bicycle User Group (BUG) which will encourage cyclists to meet regularly to discuss local cycle issues; and
  - A cycle to work week will be operated by the Travel Plan Coordinator. The cycle to work week will be funded by the developer to promote cycling to employees. The event will be held within 6 months of opening; and annually thereafter for a minimum period of 5 years. The event will be co-ordinated with the National Bike Week, where timescales permit.

## PUBLIC TRANSPORT – BUS AND UNDERGROUND SERVICES

- 7.3.6 The results of the travel survey questionnaires will be analysed and bearing the results in mind, measures for encouraging travel by public transport will include:

- Up-to-date details of bus and underground services, including route information and service frequencies, will be made available to occupiers of the development through notice boards on site. This information will also be included within the Travel Leaflets; and
- The Travel Plan Coordinator will inform the operators of any matters raised periodically to encourage maximum use of bus and underground services.

7.3.7 The Community Facility may wish to consider providing staff interest free loans for the purchase of public transport season tickets.

#### DELIVERY AND SERVICING

7.3.8 As a part of the Workplace Travel Plan, occupiers will be encouraged to arrange any regular deliveries for scheduling outside of peak hours, and outside of times when pupils are leaving the nearby schools as far as practicable.

7.3.9 Occupiers will be encouraged to co-operate with neighbouring businesses to minimise servicing trips. This could include:

- Identifying and procuring the same suppliers for the same products so that multiple deliveries can take place at the same time; and
- Agreeing times for business postal collections.

#### PERSONALISED JOURNEY PLANNING

7.3.10 The Travel Plan Coordinator will offer to provide personalised travel planning advice to staff of the Community Facility. The personalised travel planning advice will be tailored to specific shift patterns and home locations of staff.

#### FACILITIES FOR MOBILITY IMPAIRED PERSONS

7.3.11 The personalised journey planning service will be extended to cater for the specific needs and travel requirements of mobility impaired employees. The Travel Plan Coordinator will identify wheelchair accessible routes to public transport services, thereby facilitating the use of public transport as an alternative to the private car.

# 8

## MONITORING, REVIEW AND ACTION PLAN

### 8.1 INTRODUCTION

8.1.1 A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

### 8.2 MONITORING

8.2.1 A programme of monitoring and review will be implemented to generate information by which the success of the Workplace Travel Plan will be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

8.2.2 Monitoring will be undertaken on a site in accordance with TfL's 'standardised approach to monitoring'. This will ensure that the surveys undertaken perform the following:

- Monitor progress towards achieving targets; and
- Assess the effectiveness of the travel plan measures.

8.2.3 The Travel Plan Coordinator will be responsible for conducting an initial Travel Plan survey questionnaire, to be carried out upon approximately 75% occupation of the site (iTRACE compliant). The travel survey will then be undertaken in the first, third and fifth years in line with policy guidelines and discussions with the LBS. The following modes of transport (relevant to the location of the Community Centre and Library) to be monitored will include:

- Walk;
- Cycle;
- Underground / Rail;
- Bike;
- Bus;
- Taxi;
- HGV; and
- LGV.

8.2.4 The Workplace Travel Plan targets will be reviewed and updated in line with the results of the initial Travel Plan survey questionnaire. The revised Workplace Travel Plan will be submitted to the LBS for approval within three months of receiving the initial questionnaire results.

8.2.5 Travel survey questionnaires will be conducted at the site on the third and fifth year anniversaries of the implementation of the Workplace Travel Plan. Although the travel database will be regularly updated, the re-issue of the travel survey questionnaire offers the opportunity to gather new information about the wider attitudes to travel. Analysis of the travel survey questionnaire results will also yield updated modal split information for comparison with data derived at the introduction of the Workplace Travel Plan.

- 8.2.6 The Travel Plan Coordinator will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:
- A summary of the Workplace Travel Plan objectives and targets;
  - How and when information has been gathered;
  - Modal split;
  - Progress towards meeting targets; and
  - Future proposals for further refinement of the Workplace Travel Plan.
- 8.2.7 The monitoring report will be submitted to the LBS Travel Plan officer within three months of receiving results of the Travel Plan survey questionnaire. The nominated Travel Plan Coordinator will be responsible for coordinating the timing of the Travel Plan survey questionnaires, collating the resulting information and submitting monitoring reports to the LBS.
- 8.2.8 The monitoring time period and cost will be secured through a Section 106 Agreement and it is the intention that the developer will undertake the survey commissioning via the Travel Plan Coordinator.
- 8.2.9 Funding for the Workplace Travel Plan monitoring will be the responsibility of the developer and will be secured within the Section 106 Agreement.

### 8.3 REVIEW

- 8.3.1 The Travel Plan Coordinator will report the results of the survey and monitoring within one month of receiving the results of the Travel Plan survey questionnaire. The Travel Plan Coordinator and officers of LBS will then review the results and, if appropriate, revise the targets and measures accordingly for the following 24-month period. The results of the travel survey and revised targets will be included in the subsequent revisions of the travel plan.
- 8.3.2 If the monitoring results identify that targets are not being met such remedial measures will be implemented such as additional travel plan marketing with a further provision of travel leaflets, public transport information; maps, routes and timetables.

## 8.4 ACTION PLAN

8.4.1 The programme for the implementation of the Travel Plan measures is set out in Table 8.1 and sets out tasks, intended implementation dates and funding sources. The action plan is intending to be a 'living' document and will therefore be updated by the Travel Plan Coordinator to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed.

**Table 8.1 Action Plan**

| Action   | Target Date   | Responsibility                      |
|--|---|-------------------------------------|
| Appointment of Travel Plan Coordinator   | Prior to occupation   | Developer                           |
| Provision of 'hard' Travel Plan measures (to include, cycle parking provision and shower and cycle maintenance facilities) | Prior to occupation   | Developer / Travel Plan Coordinator |
| Initial promotion of the Travel Plan   | Prior to occupation, where possible, and ongoing thereafter                               | Developer / Travel Plan Coordinator |
| Production and distribution of travel leaflet  | As the development becomes occupied and ongoing thereafter                                | Travel Plan Coordinator             |
| Promotion of 'soft' Travel Plan measures   | As the development becomes occupied and ongoing thereafter                                | Travel Plan Coordinator             |
| Initial travel survey questionnaire to be carried out  | Upon approximately 75% occupation of the development                                      | Travel Plan Coordinator             |
| Actual Travel Plan targets to be set and agreed with LBS   | Within three months following the results of the initial Travel Plan survey questionnaire | Travel Plan Coordinator             |
| Second travel survey to be carried out   | 12 months after carrying out the initial survey   | Travel Plan Coordinator             |
| Review targets   | Within two months of the results of the second survey                                     | Travel Plan Coordinator             |
| Submission of first monitoring report to the LBS   | Within two months of the results of the second survey                                     | Travel Plan Coordinator             |

# 9

## SECURING AND ENFORCING

### 9.1 INTRODUCTION

- 9.1.1 This section identifies how the funding of the Workplace Travel Plan measures will be secure and how the implementation of the measures will be enforced.

### 9.2 SECURING THE TRAVEL PLAN

- 9.2.1 The funding of the implementation of the Workplace Travel Plan measures that have been identified within this document (including the cost associated with providing a Travel Plan Co-ordinator), along with the monitoring survey data collection and analysis, is the responsibility of the developer and the necessary funding will be secured through a Section 106 Agreement for the development.

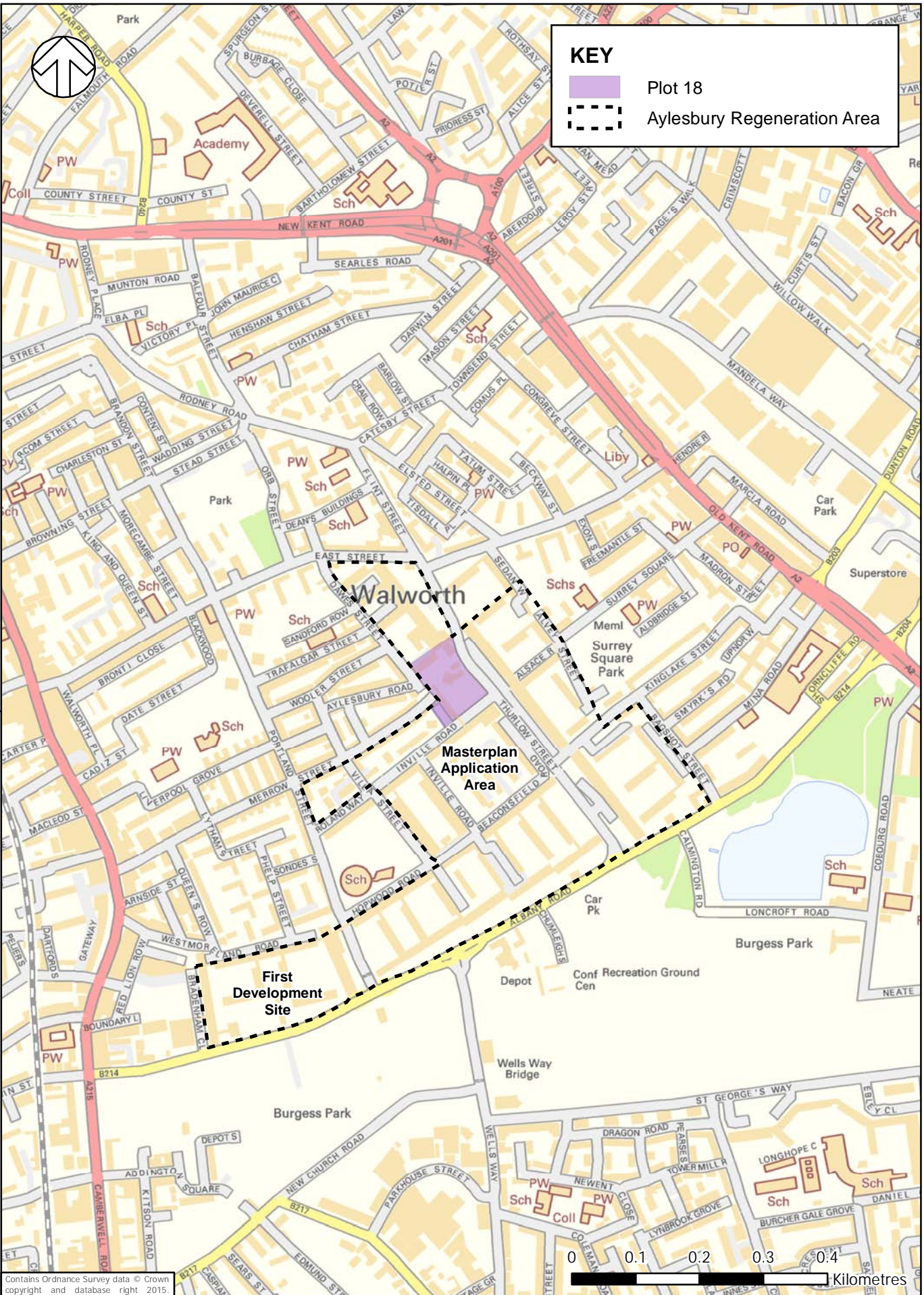
### 9.3 ENFORCING THE TRAVEL PLAN

- 9.3.1 If the identified or otherwise agreed Workplace Travel Plan are not on course for being met when the development has been 90% occupied then further additional measures will be considered to further promote and encourage the use of public transport, cycling and walking modes as opposed to the private car in order to try and address this.

The image features a light blue diagonal shape that starts from the bottom-left corner and extends towards the top-right corner, set against a white background. The text is positioned within the blue area.

# Figure 1 – Site Location Plan





**KEY**

- Plot 18
- Aylesbury Regeneration Area

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TITLE:

**SITE LOCATION PLAN**

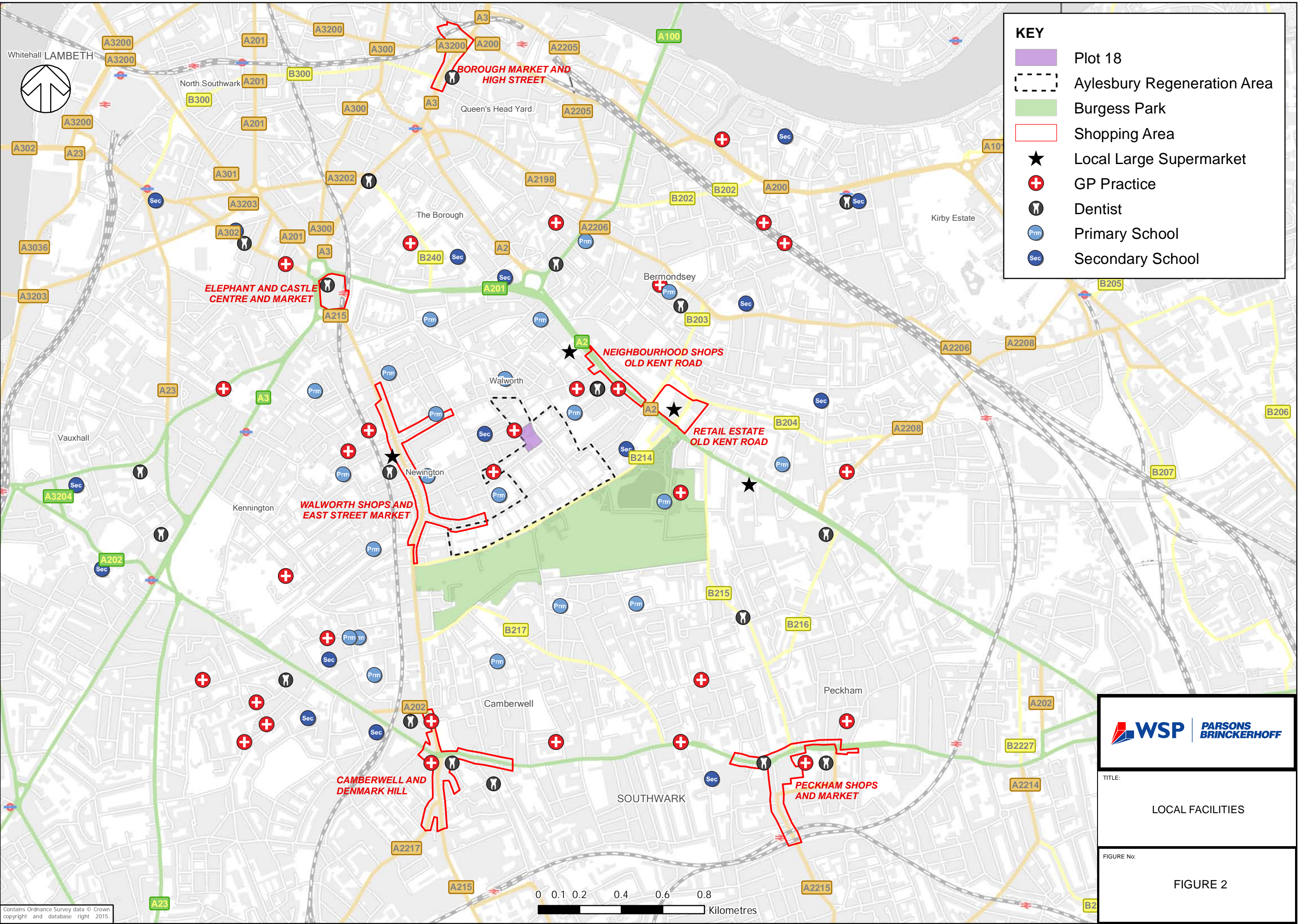
FIGURE No:

**FIGURE 1**

A light blue diagonal shape, resembling a wide triangle or a parallelogram, is positioned on the right side of a white background. The shape is oriented from the bottom-left towards the top-right. The text is centered within this blue area.

# Figure 2 – Wider Site Location Plan





**KEY**

- Plot 18
- Aylesbury Regeneration Area
- Burgess Park
- Shopping Area
- ★ Local Large Supermarket
- + GP Practice
- T Dentist
- Prm Primary School
- Sec Secondary School



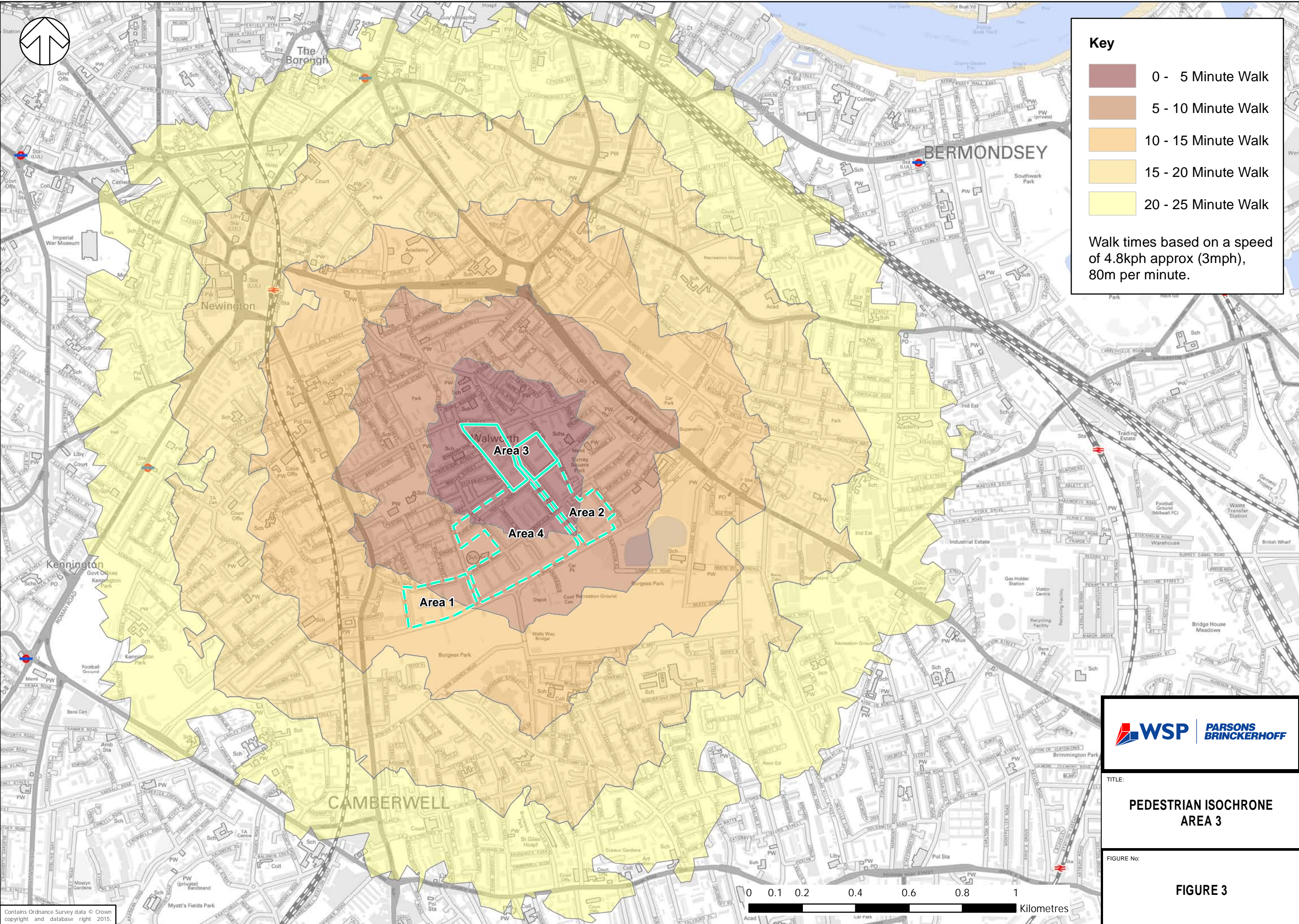
TITLE:  
LOCAL FACILITIES

FIGURE No:  
FIGURE 2



# Figure 3 – Walking Accessibility Plot





**Key**

- 0 - 5 Minute Walk
- 5 - 10 Minute Walk
- 10 - 15 Minute Walk
- 15 - 20 Minute Walk
- 20 - 25 Minute Walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.



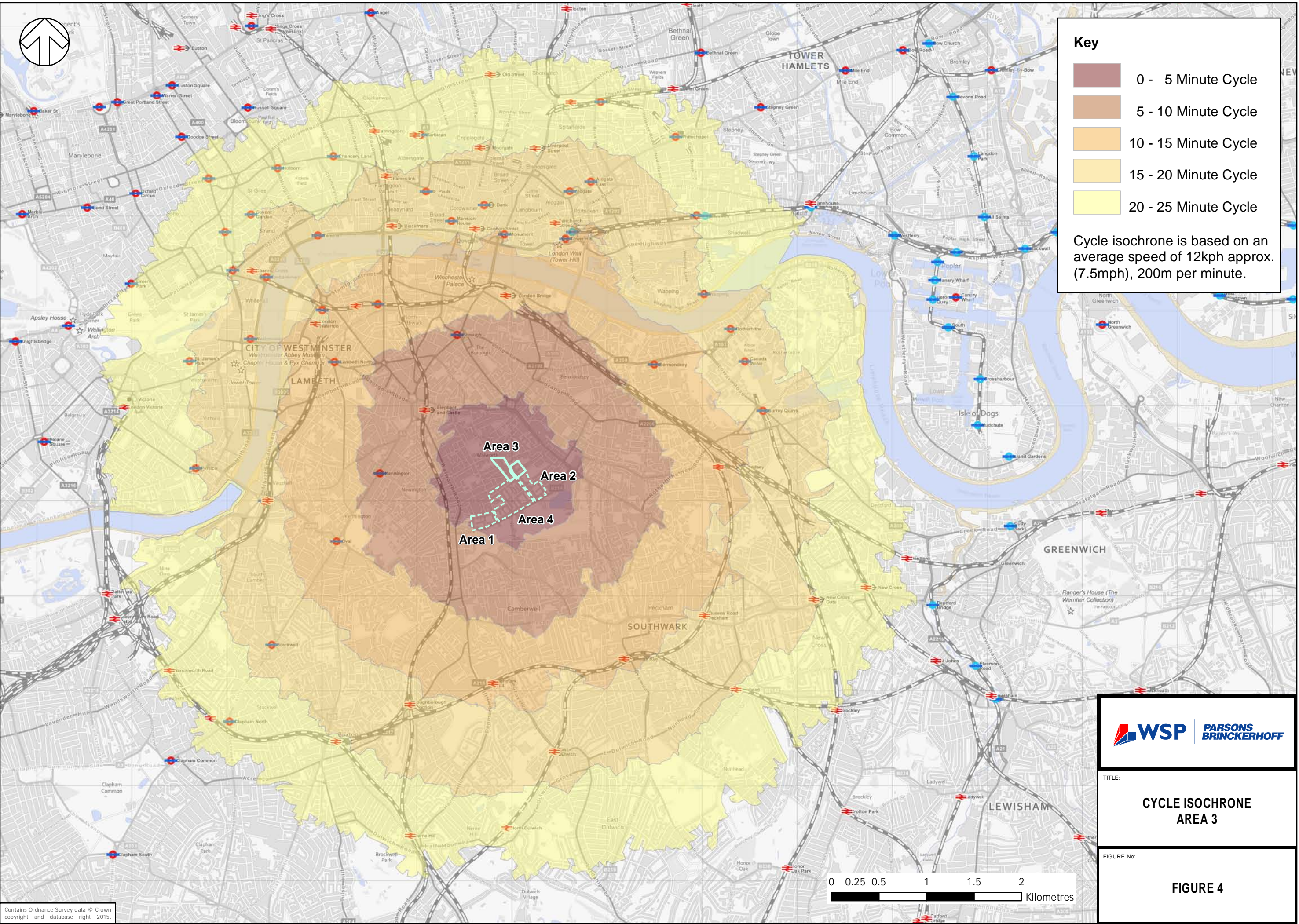
TITLE:  
**PEDESTRIAN ISOCHRONE  
AREA 3**

FIGURE No:  
**FIGURE 3**



# Figure 4 – Cycling Accessibility Plot





**Key**

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.




TITLE:  
**CYCLE ISOCHRONE  
AREA 3**

FIGURE No:  
**FIGURE 4**

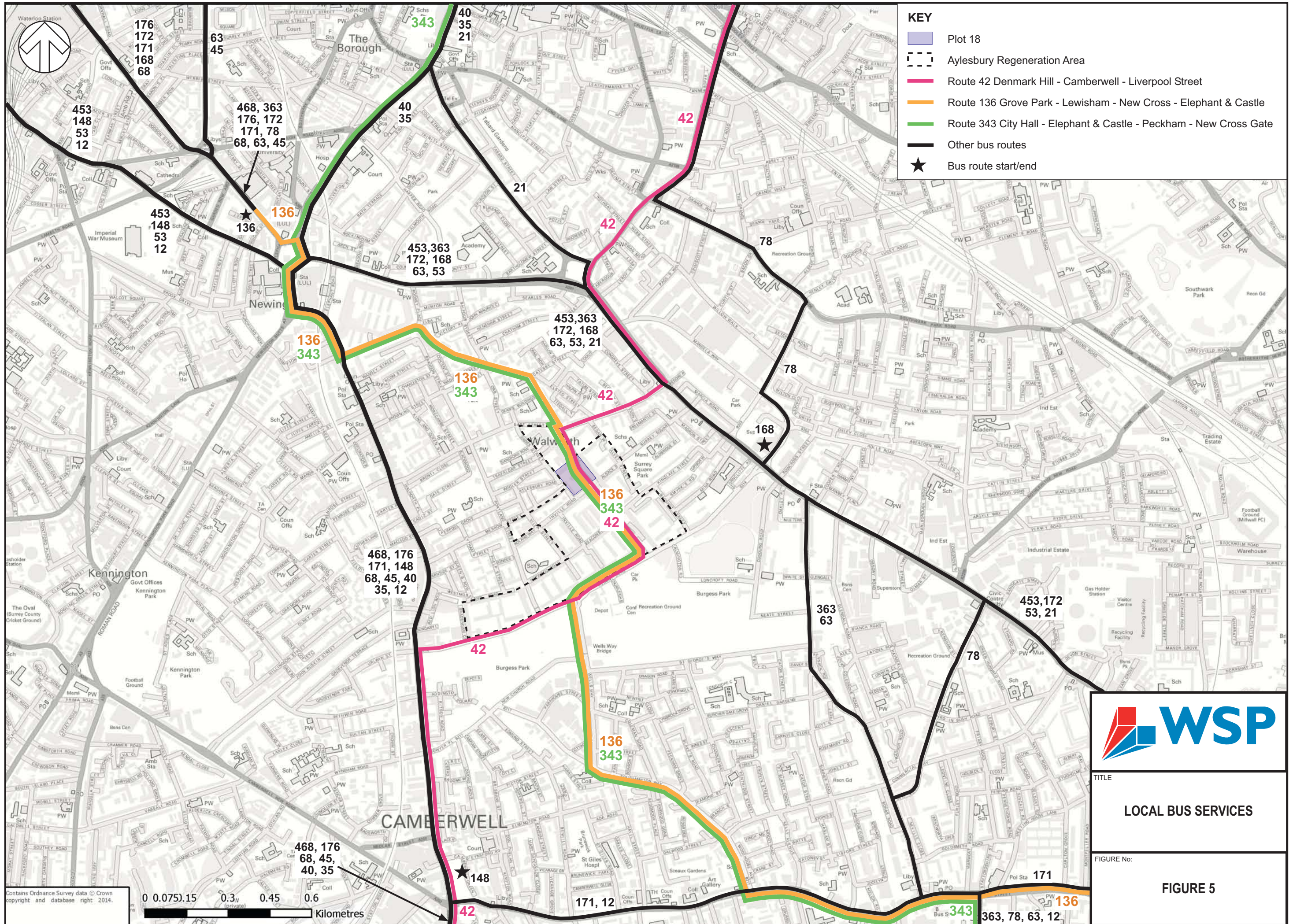






# Figure 5 – Local Bus Services Plan

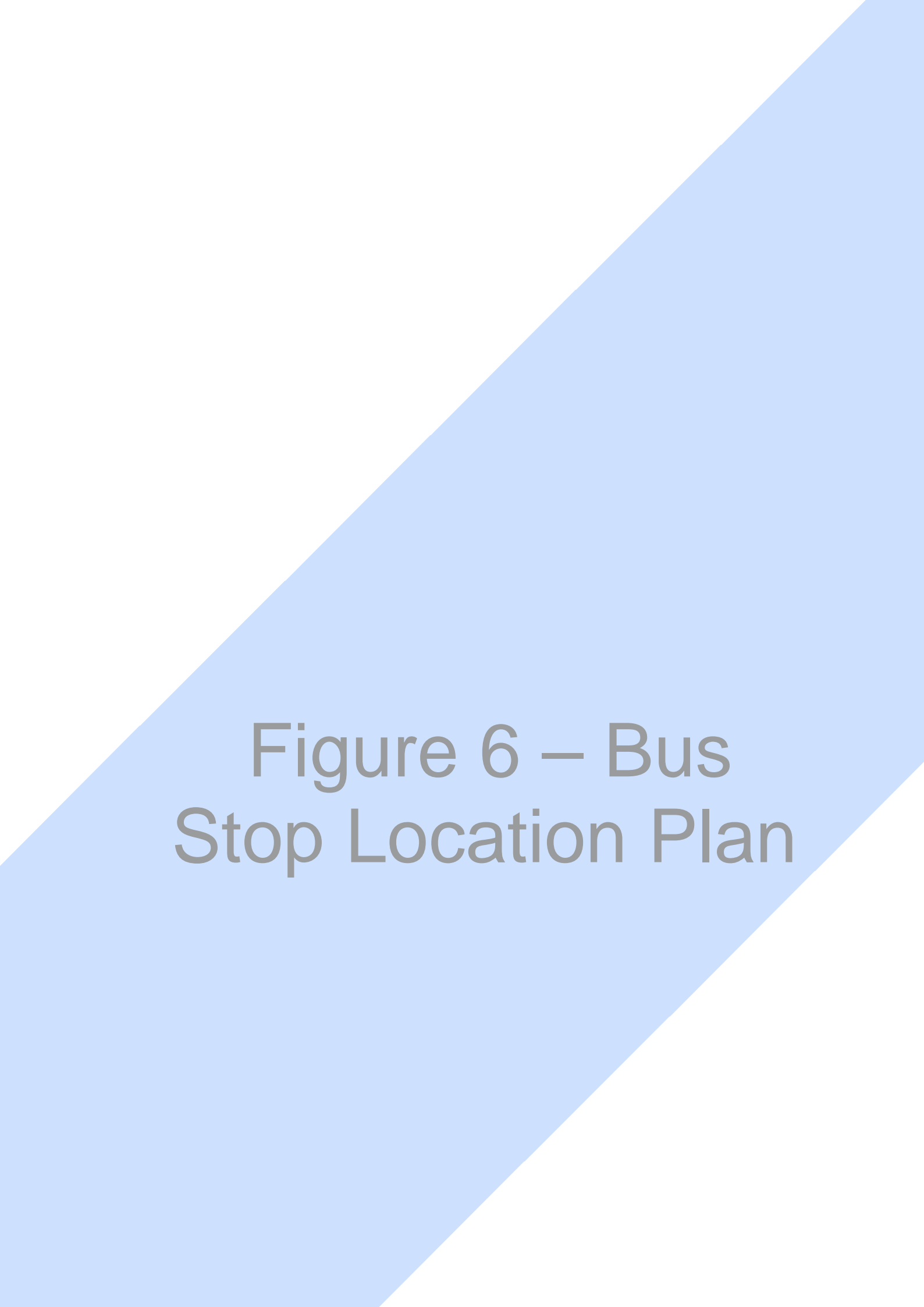




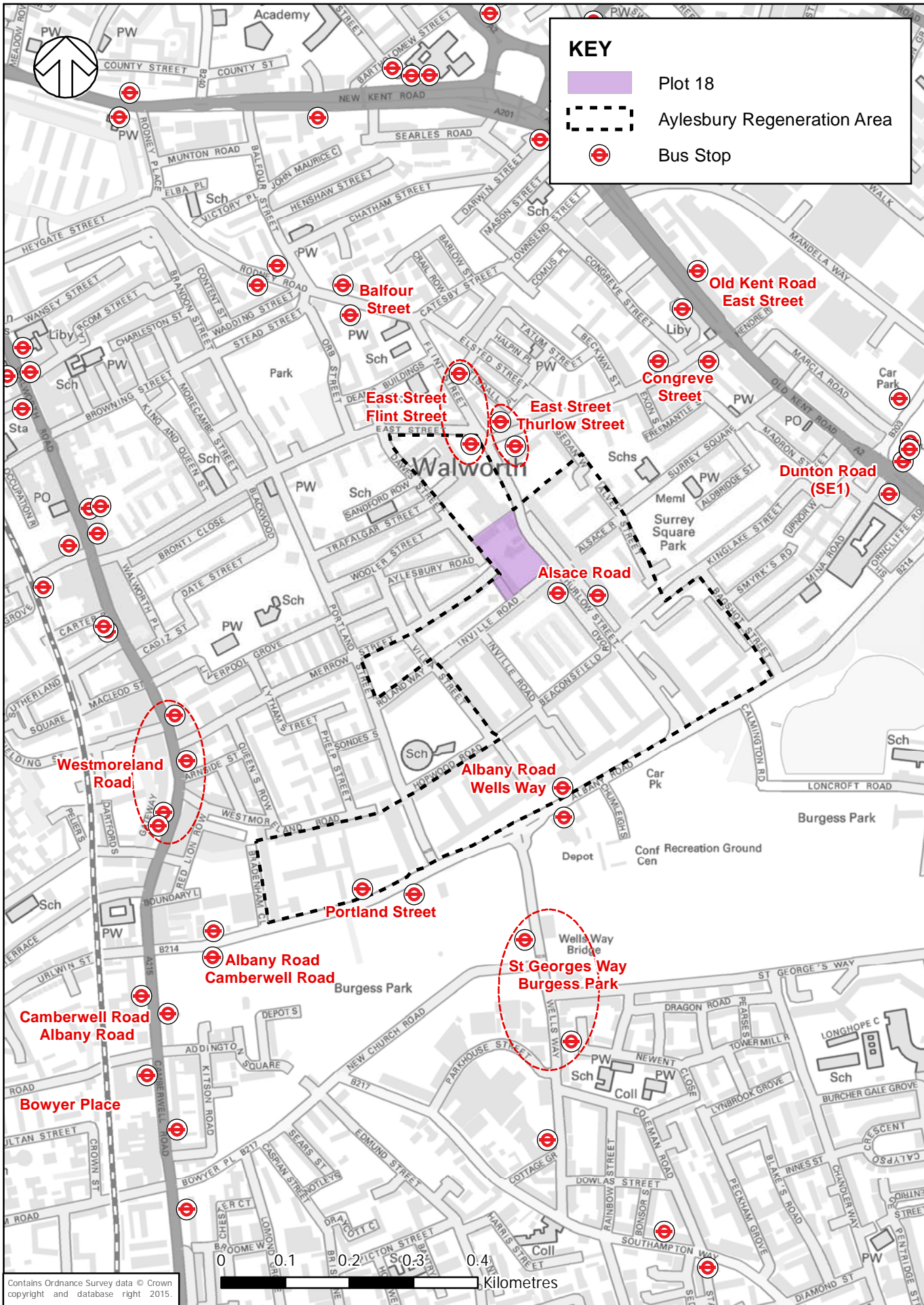
TITLE  
**LOCAL BUS SERVICES**

FIGURE No:  
**FIGURE 5**



The image features a light blue diagonal shape that starts from the bottom-left corner and extends towards the top-right corner, set against a white background. The text is centered within this blue area.

# Figure 6 – Bus Stop Location Plan



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Appendix A –  
Proposed  
Development  
Layout Plan

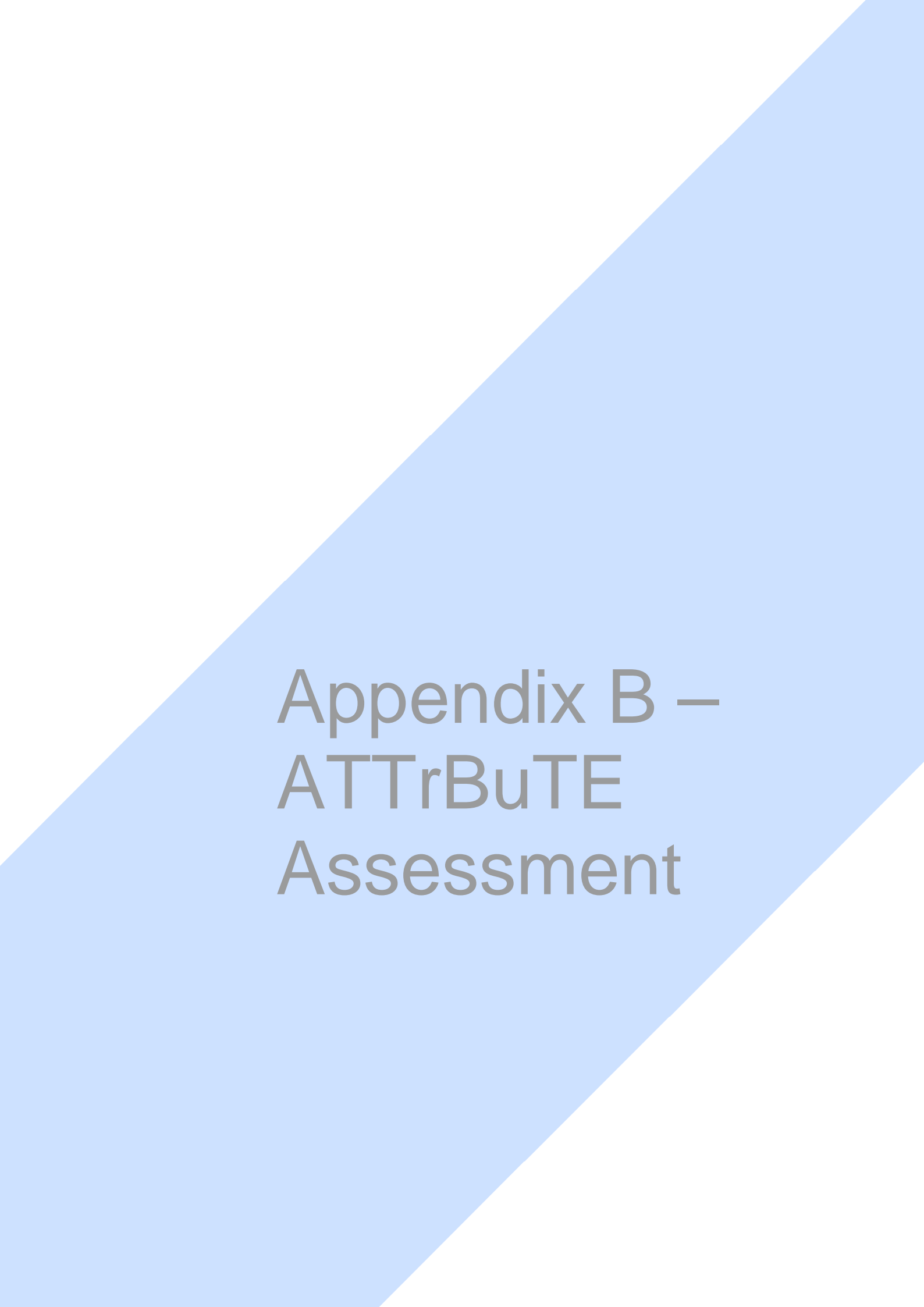


6.9

PARKING STRATEGY

- 15 Regular parking spaces
- 3 Blue badge holder parking space
- 1 Ambulance drop off (7M)
- 1 Delivery bay (for both buildings)
- 3 Drop off
- 30 Cycle hire
- Entrance to undercroft / underground parking
- Route from disabled / drop off parking bays to key public building entrances



A large, light blue diagonal shape that starts from the bottom-left corner and extends towards the top-right corner, covering the right half of the page.

# Appendix B – ATTrBuTE Assessment

# ATTrBuTe

|  |   |
|--|---|
| Travel plan name                       | Plot 18 – Community Facility                            |
| Planning application reference number  | 14/AP/3844)   |
| Name of travel plan author             | Lee Kirby   |
| Email address of travel plan author    | lee.kirby@wspgroup.com                                  |
| Telephone number of travel plan author | 0771379360  |
| Name of travel plan assessor           | Lee Kirby   |
| Job title/role of travel plan assessor |   |
| Plan Type                              | Local level   Framework   Travel Plan (occupiers known) |

|  |
|--|
|  |
|--|

|  |      |            |
|--|------|------------|
| <b>The development</b>   |      | <b>6/7</b> |
| Does the travel plan include...<br>a) a breakdown of the different land uses expected on site?<br>b) details of the size of each type of land use?<br>c) details of how build-out of the development will be phased? | NONE | 2          |
| Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?  | NONE | 1          |
| Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?   | NONE | 1          |
| Does the travel plan include...<br>a) full address of the development?<br>b) contact details for the person responsible for preparing the travel plan?<br>c) monitoring programme?                                   | NONE | 2          |
| <b>Policy</b>  |      | <b>2/2</b> |
| Does the travel plan include reference to relevant national, regional and local / borough...<br>a) transport and spatial policy?<br>b) travel planning guidance?   | NONE | 2          |
| <b>Site assessment</b>   |      | <b>3/3</b> |
| To what extent does the travel plan clearly describe the accessibility and quality of...<br>a) existing transport networks?<br>b) existing travel initiatives available to all users?                                | NONE | 3          |
| <b>Surveys</b>   |      | <b>2/3</b> |
| Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed?  | NONE | 1          |
| Are appropriate freight surveys proposed?  | NONE | 0          |
| Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?  | NONE | 1          |



|   |      |            |
|---|------|------------|
| <b>Objectives</b>   |      | <b>3/3</b> |
| Does the travel plan include objectives which reflect...<br>a) Mayoral policy & strategic guidance?<br>b) local / borough policy and guidance?<br>c) the challenges and opportunities specific to the site? | NONE | 3          |
| <b>Targets</b>  |      | <b>2/2</b> |
| Have targets appropriate to the phasing of the development been set?  | NONE | 1          |
| Are there targets linking directly to each objective?   | NONE | 1          |
| <b>TP Co-ordinator</b>  |      | <b>3/3</b> |
| Has the framework travel plan co-ordinator....<br>a) roles and responsibilities been made clear?<br>b) been allocated a sufficient amount of time to spend on the travel plan?                              | NONE | 2          |
| Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?   | NONE | 1          |
| <b>Measures</b>   |      | <b>6/6</b> |
| Is an action plan provided which includes...<br>a) short / medium / long term actions?<br>b) timescales and responsibilities?   | NONE | 2          |
| Is the action plan clear on how and when travel plans will be developed among occupying organisations?  | NONE | 1          |
| To what extent do the site-wide measures...<br>a) support the objectives of the travel plan?<br>b) reflect the context of the site?   | NONE | 3          |
| <b>Monitoring</b>   |      | <b>2/2</b> |
| Is a clear site-wide monitoring programme that adheres to the standardised approach included?   | NONE | 1          |
| Is it clear who is responsible for site-wide monitoring?  | NONE | 1          |
| <b>Securing and enforcement</b>   |      | <b>1/1</b> |
| Is it clear how the travel plan will be secured?  | NONE | 1          |
| <b>Funding</b>  |      | <b>6/6</b> |
| Has a sufficient budget been set for the site-wide...<br>a) travel plan co-ordinator post?<br>b) measures?<br>c) monitoring programme?  | NONE | 3          |
| Have funding streams been identified for the site-wide...<br>a) travel plan co-ordinator post?<br>b) measures?<br>c) monitoring programme?  | NONE | 3          |
| <b>Total - PASS</b>   |      | <b>36</b>  |