



**AG Hondo Pope's Road BV**

**Pope's Road, Brixton,  
London Borough of Lambeth**

Framework Employee Travel Plan

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## **Appendices**

- Appendix A - TfL Bus Map
- Appendix B - PTAL Calculation



# 1 INTRODUCTION

## Overview

- 1.1 This Framework Employee Travel Plan has been prepared by Caneparo Associates Limited on behalf of AG Hondo Pope's Road BV ('the Applicant') for the 'Development' located at Pope's Road, Brixton, located within the London Borough of Lambeth (LBL).
- 1.2 In April 2020, a planning application (LPA Ref: 20/01347/FUL) was submitted to the London Borough of Lambeth (LBL) seeking the redevelopment of the site. This Framework Employee Travel Plan has been prepared following the submission of a Framework Employee Travel Plan with the original planning application, with this report taking account of the amendments to the development proposals as well as comments raised by LBL Highways on the original application Travel Plan. The amended description of development is as follows:
- "Demolition of existing building and erection of a part G + 19, part G + 8 storey building comprising flexible A1/A3/B1/D1/D2 uses at basement, ground and first floor, restaurant use (A3) at floor 8 and B1 accommodation on floors 2 to 19, with plant enclosure at roof level, and associated cycle parking, servicing and all necessary enabling works."*
- 1.3 Travel Plans provide long-term strategies aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking, cycling, public transport and car sharing. Travel Plans also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling, particularly in areas of high accessibility where car use is already low.
- 1.4 Changing travel habits can be achieved through measures such as the distribution of travel information, provision of facilities and the promotion of incentives to travel sustainably, all of which reflects current central and local government policy.
- 1.5 The primary objective is to reduce unnecessary vehicular trips associated with the Development and to increase the use of alternative more sustainable and active modes of transport.
- 1.6 This Travel Plan has been prepared in accordance with travel plan best practice and guidance issued by Transport for London (TfL), the Department for Transport (DfT) and the LBL.



## Travel Plan Scope

- 1.7 The main aim of this Framework Employee Travel Plan (henceforth referred to as 'Travel Plan') is to put in place the management tools deemed necessary to enable employees and visitors of the Development 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 that prevent employees and visitors from using sustainable and active modes.
- 1.8 This Travel Plan has been prepared to act as the Framework Travel Plan for the entire Development. Once the Development proceeds through the construction and occupation process, this document will be used as a framework document to produce separate Travel Plans for the various uses within the Development as appropriate / necessary.
- 1.9 Once adopted, the Travel Plan will aim to increase awareness of the advantages and potential for travel by more environmentally friendly modes and set out the physical and management measures that will assist travel by alternative modes.
- 1.10 The remainder of this document is set out as follows:
- Section 2 - details the accessibility of the Development;
  - Section 3 - lists the objectives and targets of the Travel Plan;
  - Section 4 - sets out the Travel Plan strategy;
  - Section 5 - lists the Travel Plan measures;
  - Section 6 - specifies the monitoring and review process;
  - Section 7 - addresses securement and funding; and,
  - Section 8 - provides a copy of the Action Plan.

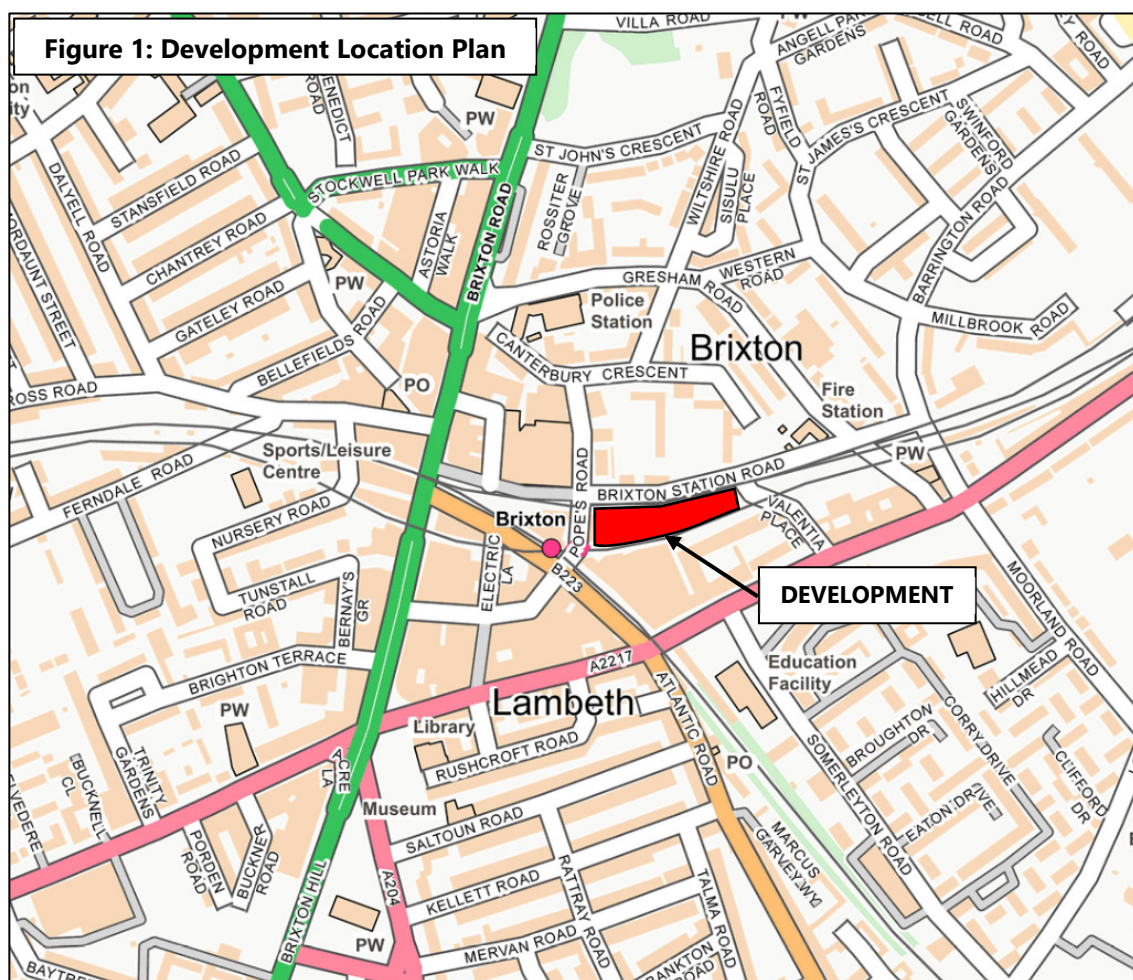
## 2 DEVELOPMENT LOCATION AND ACCESSIBILITY

2.1 This section is a summary of the Development location and accessibility by sustainable transport modes.

2.2 Further details of current operating frequencies for all public transport services noted below are also provided on TfL's Journey Planner website at: <http://journeyplanner.tfl.gov.uk>.

### Development Location

2.3 The Development site comprises a funnel shaped parcel of land situated between two large railway viaducts. The site is bound by Popes Road to the West, at its widest point, and Valentia Place to the East, at its narrowest point. The location of the Development is shown at **Figure 1** below.



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2.4 The Development is highly accessible by public transport modes, with numerous bus services available in the vicinity, as well as Brixton Rail Station, Brixton Underground Station and Loughborough Junction Rail Station all being within a suitable walking distance. The local area is predominantly retail in use with the existing Brixton markets located in the surrounding area, alongside numerous restaurants and residential properties.

## **Local Highway Network**

### **Pope's Road**

2.5 Pope's Road is a minor road bordering the Development to the west and continuing north, joining with Brixton Station Road at the north west corner of the site. The section of Pope's Road that adjoins the site between the two sets of railway lines is designated as a pedestrian zone Monday to Sunday between 08:00 and 18:00, when no vehicle access or loading activity is permitted. The road provides shared surfacing for pedestrians and vehicles during permitted loading hours.

### **Brixton Station Road**

2.6 Brixton Station Road is one-way eastbound and runs along the north boundary of the Development. Existing market units and storage are located within the railway arches on the southern side of the road taking frontage to Brixton Station Road, which provides a well-maintained footway on the northern side of the carriageway. Dropped kerbs are also provided at all vehicle crossovers on the route.

### **Valentia Place**

2.7 Valentia Place is located to the rear of the Development along its eastern boundary, providing two-way vehicular movement between Brixton Station Road to the north and Coldharbour Lane to the south. The road operates a 20mph speed limit with single yellow line restrictions, and parking bays provided on the eastern side of the carriageway. Footways are provided on both sides of the carriageway, with dropped kerbs at all vehicle crossovers.



## Atlantic Road

2.8 Atlantic Road lies to the south of the Development and provides two-way traffic between Brixton Road and Coldharbour Lane. The road provides double yellow line restrictions with double yellow blips on both sides of the carriageway. At the Atlantic Road / Coldharbour Lane junction, coloured road markings indicate the routes pedestrians should use to cross the road, where dropped kerbs and tactile paving are also provided at the signalised crossing. Wide and well-maintained footways are also provided on both sides of the Atlantic Road carriageway.

## Walking

2.9 Pedestrians are well served in the vicinity of the Development, benefitting from footway provision and pedestrianised routes in the vicinity. Footways are of adequate width in most places, with dropped kerbs at vehicle crossovers and pedestrian crossings, where tactile paving is also provided. The coloured markings provided at the Atlantic Road / Coldharbour Lane pedestrian crossing also demonstrate that pedestrian movements are prioritised in the local area.

2.10 The Healthy Streets approach is set out as part of the Mayor’s Transport Strategy (2018) which puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

2.11 **Table 2.1** sets out details of approximate distances between the Development and local amenities and public transport services which are all located within a 20-minute walk.

| <b>Table 2.1: Approximate Distances to Local Amenities &amp; Public Transport Opportunities</b> |                      |                          |                                 |
|---|----------------------|--------------------------|---------------------------------|
| <b>Amenity</b>  | <b>Location</b>      | <b>Distance (metres)</b> | <b>Approx. Walk Time (mins)</b> |
| <b>Local Amenities</b>  |                      |                          |                                 |
| Brixton Recreation Centre   | Brixton Station Road | 45                       | 1                               |
| Bank  | Brixton Road         | 210                      | 3                               |
| Sainsbury’s Local Store   | Brixton Road         | 260                      | 3                               |
| Gym   | Stockwell Road       | 280                      | 4                               |
| Lambeth Town Hall   | Brixton Hill         | 400                      | 6                               |
| Pharmacy  | Brighton Terrace     | 450                      | 6                               |
| Post Office   | Wynne Road           | 850                      | 11                              |



| Table 2.1: Approximate Distances to Local Amenities & Public Transport Opportunities |                                      |                   |                          |
|--|--------------------------------------|-------------------|--------------------------|
| Amenity  | Location                             | Distance (metres) | Approx. Walk Time (mins) |
| <b>Public Transport Opportunities</b>  |                                      |                   |                          |
| Brixton Rail Station   | Atlantic Road                        | 90                | 1                        |
| 'Brixton' Bus Stops  | Stop L – Atlantic Road (southbound)  | 110               | 1                        |
|  | Stop LA – Atlantic Road (northbound) | 170               | 2                        |
|  | Stop N – Brixton Road (southbound)   | 240               | 3                        |
|  | Stop R – Brixton Road (northbound)   | 300               | 4                        |
|  | Stop Q – Brixton Road (southbound)   | 300               | 4                        |
|  | Stop T – Brixton Road (northbound)   | 350               | 5                        |
| Brixton Underground Station  | Brixton Road                         | 220               | 3                        |
| Loughborough Junction Rail Station   | Coldharbour Lane                     | 1000              | 12                       |

2.12 The table above demonstrates that several amenities and facilities will be available to users of the Development within a short walking distance.

## Cycling

2.13 Several cycle routes can be found in the vicinity of the Development, which provide connections to local facilities and public transport nodes. Pope's Road, Brixton Station Road and Atlantic Road are all designated by TfL as '*other routes that have been recommended by cyclists*'. Stockwell Road has also been designated as a '*route signed or marked for use by cyclists on a mixture of quieter or busier roads*' which provides access to A3 Clapham Road, on which Cycle Superhighway 7 (CS7) is located.

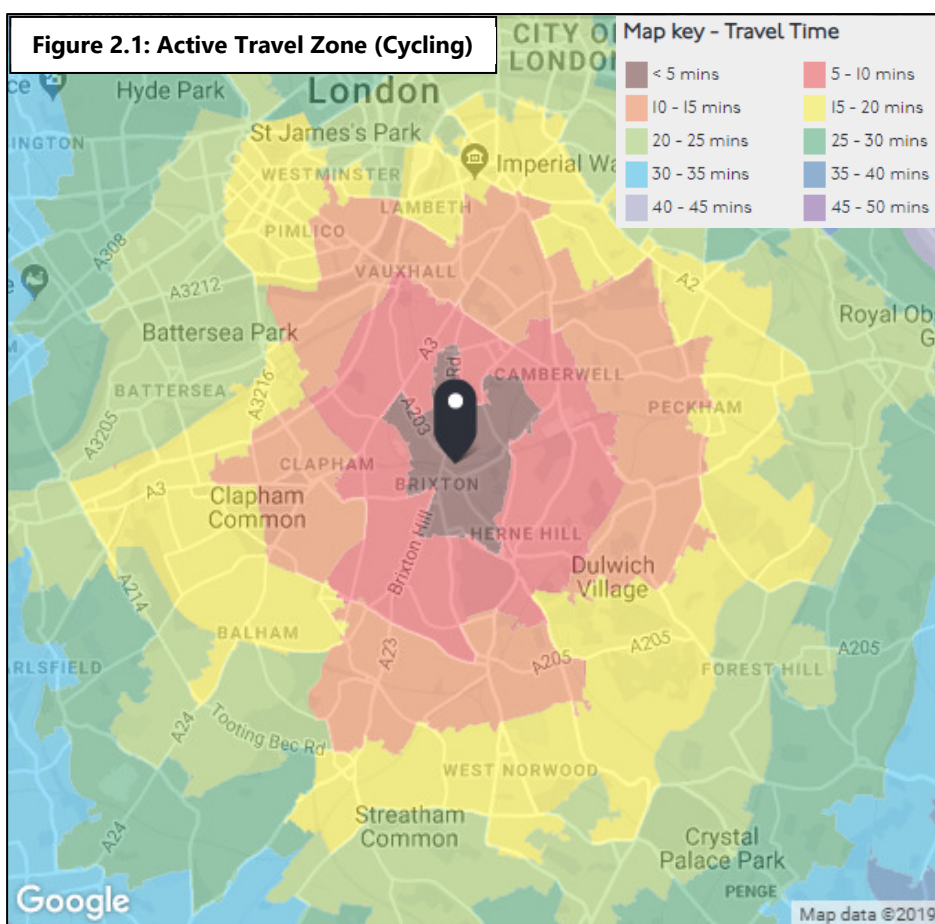
2.14 CS7 lies between Colliers Wood to the southwest and the City of London to the north, providing a prioritised route for cyclists.

2.15 On-street cycle parking is available in the vicinity of the Development in various locations on Canterbury Crescent, Atlantic Road, Brixton Road, Brixton Hill and adjacent to Brixton Station.

2.17 Three cycle hire docking stations are located within 450m of the Development. These are as follows:

- Ferndale Road (250m west) – 30 docking points;
- Saltoun Road (450m southwest) – 30 docking points; and
- St John’s Crescent (450m north) – 25 docking points.

2.18 **Figure 2.1** indicates the Active Travel Zone for the Development based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distance up to 5 kilometres, which would include areas such as Vauxhall, Lambeth, Camberwell, Peckham, Dulwich, Balham and Clapham.



Source: TfL



## Public Transport

### Bus Services

2.19 Several bus stops are located within the vicinity of the Development which serve a range of routes to several destinations. The nearest bus stops are located within a short walk of the Development, on Atlantic Road (Stop L & LA) and on Brixton Road (Stop N, R, Q & T).

2.20 **Table 2.2** below provides a summary of frequencies and routes of bus services available within walking distance of the Development. Further information about the location of nearby bus stops and services available is shown on TfL's bus spider map of the area, which is included at **Appendix A**.

| Table 2.2: Bus Services and Frequencies |  |                     |          |         |
|---|--|---------------------|----------|---------|
| Bus No.                                 | Route  | Frequency (minutes) |          |         |
|   |  | Weekday             | Saturday | Sunday  |
| 2                                       | Norwood Bus Garage – Marylebone Station                      | 6 – 10              | 7 – 11   | 9 – 13  |
| 3                                       | Crystal Palace – Whitehall / Horseguards Avenue              | 8 – 12              | 8 – 12   | 11 – 13 |
| 37                                      | Peckham Bus Station – Putney Heath / Green Man               | 9 – 12              | 9 – 12   | 10 – 14 |
| 45                                      | Atkins Road / New Park Road – Elephant & Castle              | 9 – 12              | 9 – 13   | 14 – 15 |
| 59                                      | Telford Avenue – Euston Bus Station                          | 5 – 7               | 6 – 10   | 11 – 12 |
| 118                                     | Brixton Road / Brixton Police Station – Morden Station       | 10 – 13             | 11 – 12  | 19 – 20 |
| 133                                     | Streatham Station – Liverpool Street Station                 | 4 – 8               | 7 – 10   | 11 – 13 |
| 159                                     | Streatham Station – Marble Arch Station                      | 4 – 8               | 6 – 10   | 10 – 13 |
| 196                                     | Elephant & Castle / Newington Causeway – Norwood Junction    | 11 – 14             | 11 – 13  | 19 – 20 |
| 250                                     | Brixton Road / Brixton Police Station – West Croydon Bus Stn | 6 – 10              | 6 – 10   | 11 – 13 |
| 322                                     | Crystal Palace Bus Station – The Pavement                    | 11 – 14             | 10 – 14  | 14 – 15 |
| 333                                     | Mitcham Road / Tooting Broadway Stn – Elephant & Castle      | 9 – 12              | 8 – 12   | 11 – 13 |
| 345                                     | Peckham Bus Station – Natural History Museum / Cromwell Rd   | 7 – 11              | 7 – 10   | 10 – 13 |
| 355                                     | Three Kings Pond – Brixton Station                           | 10 – 14             | 12 – 14  | 14 – 15 |
| 415                                     | Hardel Road – Dunton Road                                    | 10 – 12             | 11 – 12  | 19 – 20 |
| 432                                     | Brixton Road / Brixton Police Station – Jasmine Grove        | 10 – 13             | 10 – 13  | 15 – 16 |
| P4                                      | Lewisham Station – Brixton Station                           | 10 – 13             | 11 – 13  | 12 – 13 |
| P5                                      | Elephant & Castle – Patmore Estate / Drury House             | 14 – 15             | 14 – 15  | 19 – 20 |



## **Rail Services**

2.21 The Development benefits from being located within short walking distance of Brixton Rail Station (90m), which operates on the Southeastern Rail network. Services operate between London Victoria and Bromley South / Orpington, at the following frequencies (peak approximation):

- London Victoria – Up to 4 trains per hour
- Bromley South – Up to 4 trains per hour
- Orpington – Up to 4 trains per hour

2.22 Loughborough Junction is also located approximately 1km from the Development (12-minutes' walk), which operates on the Thameslink network. The following destinations which provide interchange opportunities are directly accessible from Loughborough Junction station at the following frequencies (peak approximation):

- Elephant & Castle – Up to 6 trains per hour
- London Blackfriars – Up to 6 trains per hour
- London St Pancras International – Up to 6 trains per hour
- St Albans – Up to 4 trains per hour
- Sutton – Up to 4 trains per hour
- Wimbledon – Up to 2 trains per hour

## **Underground Services**

2.23 Brixton Underground Station is located approximately 220m (3 minutes-walk) from the Development. The station provides access to Victoria Line services between Brixton and Walthamstow Central, which depart and arrive at the station every 1 – 3 minutes throughout the day. Victoria Line trains also operate overnight on Fridays and Saturdays at a frequency of 10-minute intervals.

2.24 Stockwell Station (located 1.3km from the Development) provides access to Northern Line services in addition to Victoria Line services.



## Car Clubs

2.25 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Development, as summarised below.

- Talma Road (400m south) – 1 car / 1 van
- Ferndale Road (500m west) – 1 van
- Porden Road (550m southwest) – 1 car / 1 van

## Public Transport Accessibility Level (PTAL) Rating

2.26 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.

2.27 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.

2.28 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.29 The site has a PTAL rating of 6b (the highest possible), demonstrating that the Development has excellent access to public transport facilities. A copy of the PTAL Assessment for the Development is provided at **Appendix B**.

## Baseline Travel Patterns

2.30 A baseline modal split will be taken from a travel survey, which will accurately identify how employees working at the Development travel to / from work. The results of the survey will be known as Year 0. The survey will be undertaken no later than six months after the Development is occupied.

2.31 The current predicted modal split from future employees has been based upon data from the 2011 Census; specifically, the Method of Travel to Work (Workplace Population) data for the Middle Layer Output Area: Lambeth 011, in which the Development is located. This modal share data has been adjusted to better reflect the Development, i.e. zero parking provision for employees and highly accessible by public transport modes.

2.32 The predicted modal split is set out in **Table 2.3**.

| <b>Table 2.3: Predicted Modal Split – Daytime Population</b> |                       |
|--|-----------------------|
| <b>Mode</b>  | <b>Percentage (%)</b> |
| Underground  | 25.1%                 |
| Train  | 20.9%                 |
| Bus  | 34.9%                 |
| Taxi   | 0.2%                  |
| Motorcycle   | 0.4%                  |
| Driving a car  | 0.4%                  |
| Passenger in car   | 1.0%                  |
| Bicycle  | 6.7%                  |
| On foot  | 10.4%                 |
| <b>Total</b>   | <b>100.0%</b>         |

2.33 For the purposes of this Framework Travel Plan the modal split shown in **Table 2.3** will be used for monitoring and target setting purposes until a travel survey can be undertaken following occupation.



### 3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium 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 **Chapter 6.**

- **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 Development will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

#### Objectives

3.2 The Travel Plan's overriding objective is:

**To engage with and encourage employees and visitors to use active modes of travel to / from the Site through more effective promotion of walking and cycling. This will minimise the impact of the development on the surrounding public transport network.**

3.3 The sub-objectives are:

- Sub-objective 1: To increase employee and visitor awareness of the advantages and availability of active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to employees and where necessary, visitors;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate employees and visitors to travel by active modes; and therefore,
- Sub-objective 4: To minimise the use of public transport journeys (in favour of active modes) to and from the Development by employees and visitors.

## Targets

3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and the success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

### Action Targets

3.6 The key Action targets are set out as follows:

- The Travel Plan Coordinator (TPC) will be appointed 3 months prior to first occupation of the Development;
- Undertake the baseline travel survey within six months of occupation;
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section);
- Travel Information Packs will be issued to all employees at the start of employment; and,
- Noticeboards (including virtual noticeboards) providing details on local facilities, public transport services and walking / cycling routes will be erected within each element of the Development to be universally seen. The information on the noticeboards will be reviewed and updated on a bi-annual basis.

### Aim Targets

3.7 A baseline modal split will be taken from the travel survey. This survey will accurately identify how employees at the Development travel to / from work. The results of the survey will be known as Year 0. The survey will be undertaken no later than six months after the Development is occupied.

3.8 The predicted modal split has been based on 2011 Census data for Method of Travel to Work (Workplace Population) for the Super Output Middle Layer: Lambeth 011, as outlined above.



3.9 **Table 3.1** outlines the Aim Targets set out for the Development. The targets are set to measure progress towards the main objectives over five years once the Development has been fully built out.

3.10 The baseline figures are taken from the expected modal split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far into the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

| <b>Table 3.1: Travel Plan Aim Targets</b>      |   |                             |                             |                           |
|--|---|-----------------------------|-----------------------------|---------------------------|
| <b>Target</b>                                  | <b>Indicator</b>  | <b>Mode Split</b>           |                             |                           |
|  |   | <b>Initial<br/>(Year 1)</b> | <b>Interim<br/>(Year 3)</b> | <b>Final<br/>(Year 5)</b> |
| Achieve a 10% decrease in public transport use | Modal split monitoring surveys for public transport use | 80.8%                       | 75.8%                       | 70.8%                     |
| Achieve a 5% increase in walking by Year 5     | Modal split monitoring surveys for walking              | 10.4%                       | 13.4%                       | 15.4%                     |
| Achieve a 5% increase in cycling by Year 5     | Modal split monitoring surveys for cycling              | 6.7%                        | 8.7%                        | 11.7%                     |

3.11 The above targets reflect the highly accessible location of the Development and its opportunities for walking and cycling. The above targets are considered to be robust, achievable targets for this scale of development.

3.12 It is considered more constructive to set Action type targets for measures aimed at promoting sustainable transport to visitors for the various uses of the Development, rather than mode split aim targets.



## 4 TRAVEL PLAN STRATEGY

### Travel Plan Co-ordinator

4.1 A Travel Plan Coordinator (TPC) will be appointed to implement and administer the Travel Plan. The details of the TPC will be included below when appointed prior to occupation. It is envisioned that the TPC will be a member of the Site Management team. The details of the TPC will be provided below and communicated to the LBL once appointed.

**Name:** \_\_\_\_\_

**Company & Position:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

4.2 The TPC will be responsible for all aspects of the Travel Plan and their primary functions will include:

- Overseeing the management, development, implementation, monitoring and review of the Travel Plan;
- Liaison with the Developer, employees and the LBL;
- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Monitoring the success of the Travel Plan against the agreed targets;
- Liaising with public transport operators and other service providers.

4.3 The Applicant will ensure sufficient time and resource is allocated for the TPC to fully carry out the duties outlined above.



## **Marketing Strategy**

4.4 Employees at the Development will be made aware of the existence of the Travel Plan upon the start of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will also be made known at the start of their employment during employee inductions, as well as part of any welcome emails and beginning of employment packages.

4.5 The following could be used as a means of disseminating information to promote events / campaigns / promotions / services / initiatives:

- Notice boards;
- Newsletters;
- Travel Information / Induction pack;
- Internet / intranet Developments;
- Social media; and,
- E-groups and forums.



## 5 MEASURES AND INITIATIVES

5.1 This section sets out the measures that will be implemented to assist travel to and from the Development by non-car modes.

### **Information Provision and Travel Awareness**

5.2 In order for a Travel Plan to be successful the benefits of sustainable travel must be made known constantly and coherently. Therefore, travel awareness and information provision are key features of any travel plan.

5.3 All employees will be provided with a Travel Information Pack at the start of their employment. The pack will include details, maps and timetables for local public transport services; information regarding local facilities (retail facilities, banks, schools, local cycle shops etc.) and other useful information (including Transport for London Journey Planner phone numbers and website details, and contact details for registered local taxi operators).

5.4 The Travel Information Pack will also contain information about the Travel Plan, including its purpose and objectives, as well as contact details for the TPC.

5.5 A dedicated travel notice board will be set up in logical common areas such as the main office reception. This will include not only public transport, walking and cycling information but also details of the Travel Plan itself and the contact details of the TPC.

### **Walking and Cycling**

5.6 The TPC will monitor and encourage maintenance of all pedestrian routes to a high standard and discuss any further improvements to pedestrian facilities with the LBL. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc.

5.7 Secure and sheltered cycle parking will be provided within the Development for employees of all aspects of the Development.

5.8 The TPC will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services;



- Promote participation in cycle-related events such as the London to Brighton bike ride;
- Creation of a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling in London can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling; and,
- Provision of information about cycle training available in the borough. The LBL provides free cycle training which can be applied for through the LBL's website (<https://www.lambeth.gov.uk/parking-transport-and-streets/cycling/sign-up-for-free-cycle-training>).

5.9 The TPC will provide information on the safest cycle routes in the area and promote the use of cycling to access the Development. They will identify, through travel surveys, problems with cycle routes and discuss possible improvements with the highway authority.

## **Public Transport**

5.10 The TPC will ensure that all public transport services are well publicised and promoted to all employees and visitors. Bus and train routes and timetable information will be included within the travel information packs and displayed on notice boards;

5.11 The TPC will also promote the TfL Journey Planner and National Rail website and phone numbers.

## **Personalised Travel Planning**

5.12 The TPC will offer personalised travel planning advice to all employees that request it. The TPC will be able to draw upon websites such as TfL's journey planner ([www.tfl.gov.uk](http://www.tfl.gov.uk)) and City Mapper ([www.citymapper.com](http://www.citymapper.com)) for advice.

## **Provision for People with Disabilities and Visual Impairment**

5.13 Provision for people with disabilities has been built into the design of the building. Entrance to the Development and the building is at grade from all accesses and ramped access is provided where gradient changes are present at ground floor level.



5.14 The following initiatives / design features / measures are to be provided:

- Level access from the street;
- Wheelchair accessible lift with accessible floors;
- Disabled toilets; and,
- Accessible cycle storage.

5.15 The TPC, through dialogue with the LBL (if necessary / appropriate), will also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:

- All dropped kerbs to contain tactile paving of the appropriate colour; and,
- Rotating cones on signalised crossings.

## **Visitor Travel**

5.16 Employees will be provided with information to ensure that visitors are advised to travel by modes other than the private car wherever possible. Where travel by private car is required, information will be provided so that visitors can be directed to the nearest appropriate on-street parking spaces.

## **Servicing and Operational Management**

5.17 The Development will actively manage the on-going servicing and delivery activities as well as the general operations of the Development to ensure all servicing activity is managed efficiently and safely.

5.18 A Delivery and Servicing Plan has been prepared for the Development and will be implemented prior to occupation. The document will be reviewed and updated on a continual basis, ensuring effective and safe management strategies are in place for servicing activity and employee / visitor arrival / departure activity.



## 6 MONITORING AND REVIEW

- 6.1 In order to establish the travel patterns of employees, an initial baseline travel survey will be undertaken within 6 months of first occupation. The surveys will examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measure to promote sustainable travel. These surveys will be known as 'Year 0'. Further surveys will be carried out in Year 1, Year 3 and 5.
- 6.2 The travel survey should largely remain the same throughout the life of the Travel Plan to ensure consistency in the results and information and the ability to measure the effectiveness of the Travel Plan measures.
- 6.3 The Travel Plan recognises that it is not possible to force people to complete surveys, but possible incentives could be put forward to increase response rates.
- 6.4 The Travel Plan will be monitored using the 'Modeshift StarsFor' (<https://starsfor.org/>) platform which is a nationally accredited tool for the monitoring and evaluation of travel plans.
- 6.5 The monitoring of the Travel Plan will also include the collection of 'soft' analytical data in the form of general feedback and correspondence. The monitoring process will evolve over time, but is likely to include the following:
- Monitor demand for additional cycle parking for staff;
  - Monitor the take up of any discounts for cycling discounts and participation in cycle to work schemes / Bicycle User Groups; and
  - Record comments received from management and staff relating to the operation and implications of the Travel Plan.
- 6.6 The Travel Plan will be monitored for a period of five years through 'StarsFor'. When reviewing the Travel Plan, the set measures will be assessed for their effectiveness and any necessary improvements identified. Prior to the implementation of any new measures and after each annual review, a yearly monitoring report will be prepared. Further review beyond the initial five-year period will be undertaken if necessary and if determined by the Applicant in collaboration with the LBL. Any additional monitoring fees relating to the continued monitoring of the Travel Plan beyond the initial five-year period will be made by the Applicant.



## **Reporting**

- 6.7 The TPC will discuss the results of the surveys with management within one month of each survey.  
The TPC will review the results and, if appropriate review progress towards any agreed targets.





## **7 SECUREMENT AND FUNDING**

- 7.1 The Developer is fully committed to the implementation of the Travel Plan and will provide all reasonably necessary funding to ensure that the agreed targets are achieved.
- 7.2 This will include funding the TPC, travel surveys and implementation of all reasonably necessary measures.

## 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. The Action Plan will be constantly reviewed by the Travel Plan Co-ordinator adding and amending actions as appropriate and necessary.

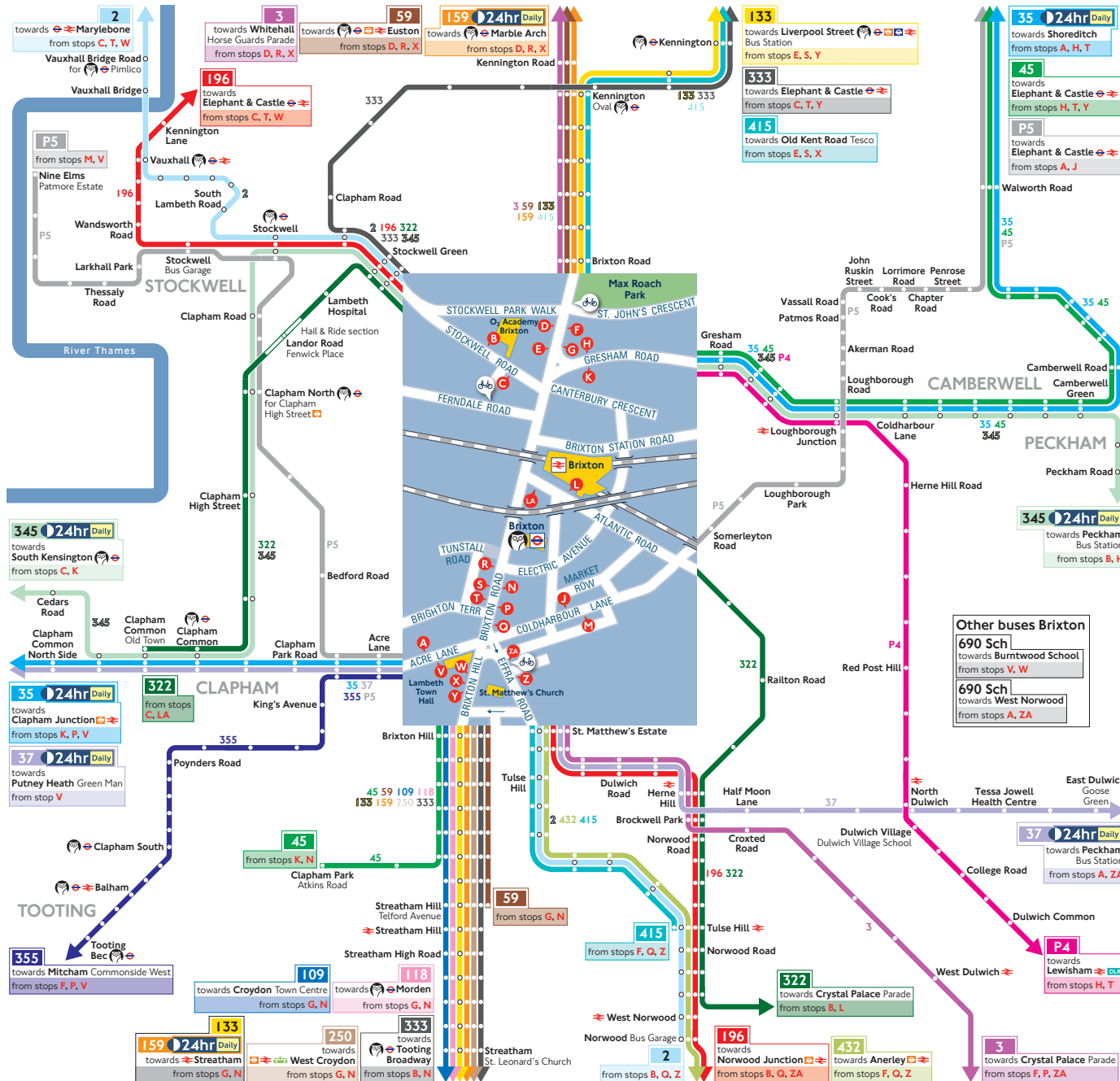
| <b>Table 8.1: Action Plan</b>  |   |   |   |  |
|--|---|---|---|--|
| <b>Measures</b>  | <b>Notes</b>  | <b>Status / Target Date</b>             | <b>Method of Monitoring</b>   | <b>Responsibility</b>                    |
| <b>General</b>   |   |   |   |  |
| Appointment of Travel Plan Coordinator (TPC)   | Developer/Occupier to appoint a TPC as necessary  | Three months prior to occupation        | N/A   | Developer/Occupier Management            |
| <b>Information Provision</b>   |   |   |   |  |
| Travel Information Packs for all employees   | All employees will receive a Travel Information Pack outlining the sustainable options for travelling to the Development, the existence and purpose of the Travel Plan and location of cycle parking etc. | Upon commencement of employment         | N/A   | TPC                                      |
| Information Boards   | Travel information boards will be placed in prominent locations in common areas around the entire Development   | Installed with building Development     | N/A   | TPC to update information when necessary |
| Personalised Travel Planning Sessions  | The TPC will offer planning services to employees at induction sessions.  | When necessary upon start of employment | The TPC will keep a record of who has utilised the service as well as the nature of the service (group, one on one) | TPC                                      |
| <b>Cycling</b>   |   |   |   |  |
| Promotion of cycle facilities available  | Cycle parking to be provided for employees and visitors of the Development  | Once facilities are installed           | Spot checks as part of maintenance rounds   | TPC                                      |
| Provide cycle route maps and other information relating to cycle facilities  | Greater cost if bespoke information needs to be printed. Less if existing maps etc. are used  | Upon first occupation                   | TPC to monitor uptake   | TPC                                      |
| Encourage cycling by promoting free cycle training and through awareness events such as National Bike Week and social bike rides | The TPC will provide information regarding free cycle training through the LBL. National and local cycle events will also be promoted   | Annual event – Summer and Spring        | TPC to monitor participation levels and interest  | TPC                                      |
| <b>Walking</b>   |   |   |   |  |
| Walk to Work days and social walking events  | Health and financial benefits advertised  | Spring and Summer (annually)            | TPC to monitor uptake   | TPC                                      |



|  |   |  |                      |     |
|--|---|--|----------------------|-----|
| Employees to be provided with information related to safe walking routes | As part of Travel Information Packs or induction sessions             | Prior to building being occupied and on-going through Travel Information Packs     | N/A                  | TPC |
| <b>Public Transport</b>  |   |  |                      |     |
| Employees to be provided with public transport information               | As part of Travel Information Packs or induction sessions             | Prior to the building being occupied and on-going through Travel information Packs | N/A                  | TPC |
| Notice board with timetable information                                  | Located in reception and/or communal areas for employees and visitors | Upon building completion   | Administrative – TPC | TPC |

# Appendix A

# Buses from Brixton



## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



## Key

|  |  |
|--|--|
|  | Connections with London Underground                          |
|  | Connections with London Overground                           |
|  | Connections with TFL Rail                                    |
|  | Connections with National Rail                               |
|  | Connections with DLR   |
|  | Connections with London Trams                                |
|  | Connections with river boats                                 |
|  | Cycle hire docking station                                   |
|  | Tube station with 24-hour service Friday and Saturday nights |
|  | School journeys  |

## Ways to pay

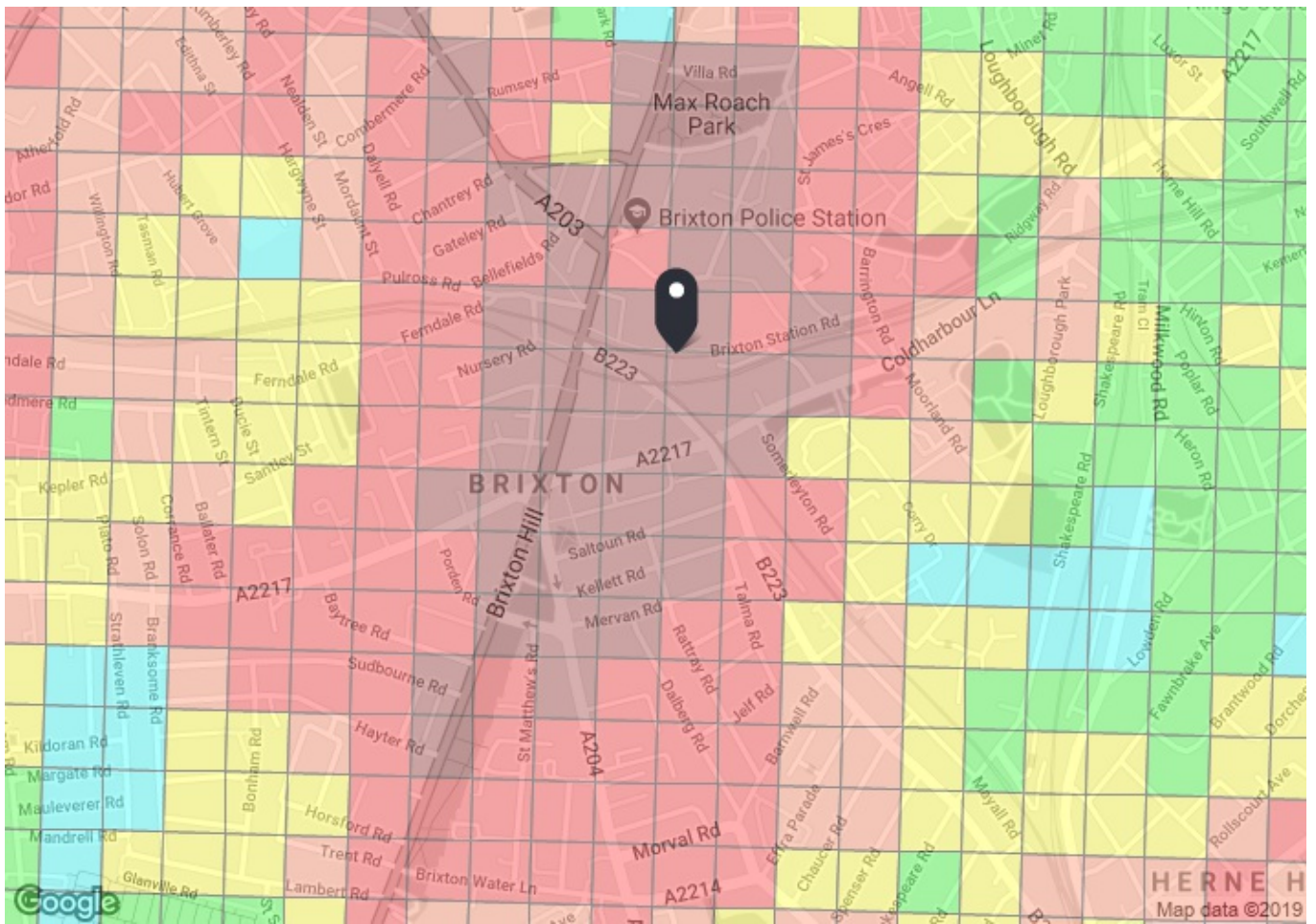
- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit [tfl.gov.uk/oyster](https://tfl.gov.uk/oyster). Alternatively, find your nearest Oyster Ticket Stop at [tfl.gov.uk/ticketstopfinder](https://tfl.gov.uk/ticketstopfinder) or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

**Other buses Brixton**

**690 Sch** towards Burntwood School from stops V, W

**690 Sch** towards West Norwood from stops A, ZA

## **Appendix B**



**PTAL output for Base Year 6b**

SW9 8JB  
Brixton, London SW9 8JB, UK  
Easting: 531215, Northing: 175487

Grid Cell: 55695

Report generated: 05/12/2019

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**Calculation Parameters**

|  |         |
|--|---------|
| Day of Week  | M-F     |
| Time Period  | AM Peak |
| Walk Speed   | 4.8 kph |
| Bus Node Max. Walk Access Time (mins)              | 8       |
| Bus Reliability Factor                             | 2.0     |
| LU Station Max. Walk Access Time (mins)            | 12      |
| LU Reliability Factor                              | 0.75    |
| National Rail Station Max. Walk Access Time (mins) | 12      |
| National Rail Reliability Factor                   | 0.75    |

**Map key - PTAL**

|           |    |
|-----------|----|
| 0 (Worst) | 1a |
| 1b        | 2  |
| 3         | 4  |
| 5         | 6a |
| 6b (Best) |    |

**Map layers**

- PTAL (cell size: 100m)

Calculation data

| Mode | Stop                     | Route                  | Distance (metres) | Frequency (vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF  | Weight | AI   |
|------|--------------------------|------------------------|-------------------|-----------------|------------------|------------|------------|------|--------|------|
| Bus  | BRIXTON STATION          | 355                    | 404.92            | 5               | 5.06             | 8          | 13.06      | 2.3  | 0.5    | 1.15 |
| Bus  | BRIXTON STATION          | 415                    | 404.92            | 5               | 5.06             | 8          | 13.06      | 2.3  | 0.5    | 1.15 |
| Bus  | BRIXTON STATION          | 59                     | 404.92            | 10              | 5.06             | 5          | 10.06      | 2.98 | 0.5    | 1.49 |
| Bus  | BRIXTON STATION          | 432                    | 404.92            | 5               | 5.06             | 8          | 13.06      | 2.3  | 0.5    | 1.15 |
| Bus  | BRIXTON STATION          | 118                    | 404.92            | 5               | 5.06             | 8          | 13.06      | 2.3  | 0.5    | 1.15 |
| Bus  | BRIXTON STATION          | 250                    | 404.92            | 9               | 5.06             | 5.33       | 10.39      | 2.89 | 0.5    | 1.44 |
| Bus  | BRIXTON STATION          | 159                    | 404.92            | 12              | 5.06             | 4.5        | 9.56       | 3.14 | 0.5    | 1.57 |
| Bus  | BRIXTON STATION          | 2                      | 404.92            | 9               | 5.06             | 5.33       | 10.39      | 2.89 | 0.5    | 1.44 |
| Bus  | BRIXTON STATION          | 333                    | 404.92            | 6               | 5.06             | 7          | 12.06      | 2.49 | 0.5    | 1.24 |
| Bus  | BRIXTON STATION          | 109                    | 404.92            | 10              | 5.06             | 5          | 10.06      | 2.98 | 0.5    | 1.49 |
| Bus  | BRIXTON STATION          | 133                    | 404.92            | 12.5            | 5.06             | 4.4        | 9.46       | 3.17 | 1      | 3.17 |
| Bus  | BRIXTON STATION          | 196                    | 404.92            | 5               | 5.06             | 8          | 13.06      | 2.3  | 0.5    | 1.15 |
| Bus  | BRIXTON STATION          | 3                      | 404.92            | 7               | 5.06             | 6.29       | 11.35      | 2.64 | 0.5    | 1.32 |
| Bus  | BRIXTON ACRE LANE        | 37                     | 523.49            | 6               | 6.54             | 7          | 13.54      | 2.22 | 0.5    | 1.11 |
| Bus  | BRIXTON STN ATLANTIC RD  | 322                    | 239.33            | 5               | 2.99             | 8          | 10.99      | 2.73 | 0.5    | 1.36 |
| Bus  | COLDHARBOUR LN/GRESHAM R | P4                     | 400.41            | 5               | 5.01             | 8          | 13.01      | 2.31 | 0.5    | 1.15 |
| Bus  | COLDHARBOUR LN/GRESHAM R | 345                    | 400.41            | 8               | 5.01             | 5.75       | 10.76      | 2.79 | 0.5    | 1.39 |
| Bus  | COLDHARBOUR LN/GRESHAM R | 45                     | 400.41            | 7               | 5.01             | 6.29       | 11.29      | 2.66 | 0.5    | 1.33 |
| Bus  | COLDHARBOUR LN/GRESHAM R | 35                     | 400.41            | 6               | 5.01             | 7          | 12.01      | 2.5  | 0.5    | 1.25 |
| Bus  | C HARBOR L THE ATLANTIC  | P5                     | 267.53            | 4               | 3.34             | 9.5        | 12.84      | 2.34 | 0.5    | 1.17 |
| Rail | Loughborough Junction    | 'BEDFDM-SUTTON 1O13'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'BEDFDM-SUTTON 1V23'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'BEDFDM-SUTTON 1V82'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-LUTON 2O00'    | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-BEDFDM 2O04'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-STALBCY 2O06'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-LUTON 2O10'    | 943.38            | 1               | 11.79            | 30.75      | 42.54      | 0.71 | 0.5    | 0.35 |
| Rail | Loughborough Junction    | 'LUTON-SUTTON 2O17'    | 943.38            | 0.67            | 11.79            | 45.53      | 57.32      | 0.52 | 0.5    | 0.26 |
| Rail | Loughborough Junction    | 'STALBCY-SUTTON 2O29'  | 943.38            | 0.67            | 11.79            | 45.53      | 57.32      | 0.52 | 0.5    | 0.26 |
| Rail | Loughborough Junction    | 'SUTTON-STALBCY 2V02'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-STALBCY 2V08'  | 943.38            | 0.67            | 11.79            | 45.53      | 57.32      | 0.52 | 0.5    | 0.26 |
| Rail | Loughborough Junction    | 'BEDFDM-SUTTON 2V15'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-BEDFDM 2V16'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'LUTON-SUTTON 2V19'    | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'SUTTON-KNTSHTN 2V20'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'STALBCY-SUTTON 2V27'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'LUTON-SUTTON 2V31'    | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'BCKNHMJ-BEDFDM 1G65'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'KENTHOS-BEDFDM 1G71'  | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'ORPNGTN-STALBCY 2D93' | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Loughborough Junction    | 'ORPNGTN-LUTON 2D95'   | 943.38            | 0.33            | 11.79            | 91.66      | 103.45     | 0.29 | 0.5    | 0.14 |
| Rail | Brixton                  | 'BCKNHMJ-VICTRIE 2D12' | 127.39            | 1               | 1.59             | 30.75      | 32.34      | 0.93 | 0.5    | 0.46 |
| Rail | Brixton                  | 'ORPNGTN-VICTRIE 2D14' | 127.39            | 2.33            | 1.59             | 13.63      | 15.22      | 1.97 | 0.5    | 0.99 |
| Rail | Brixton                  | 'BROMLYS-VICTRIE 2D20' | 127.39            | 0.67            | 1.59             | 45.53      | 47.12      | 0.64 | 0.5    | 0.32 |
| Rail | Brixton                  | 'ORPNGTN-VICTRIE 2D28' | 127.39            | 0.33            | 1.59             | 91.66      | 93.25      | 0.32 | 0.5    | 0.16 |
| Rail | Brixton                  | 'VICTRIE-ORPNGTN 2M14' | 127.39            | 3.67            | 1.59             | 8.92       | 10.52      | 2.85 | 1      | 2.85 |
| Rail | Brixton                  | 'VICTRIE-ORPNGTN 2M20' | 127.39            | 0.33            | 1.59             | 91.66      | 93.25      | 0.32 | 0.5    | 0.16 |
| LUL  | Brixton                  | 'Brixton-WalthamstowC' | 127.39            | 15.67           | 1.59             | 2.66       | 4.26       | 7.05 | 1      | 7.05 |
| LUL  | Brixton                  | 'SevenSisters-Brixton' | 127.39            | 11.67           | 1.59             | 3.32       | 4.91       | 6.11 | 0.5    | 3.05 |

Total Grid Cell AI: 46.23