



# THE GOODSYARD

Travel Plan  
September 2019



ballymore.



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# Quality Management

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# PREFACE

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## 1.1 PREFACE

- 1.1.1 This is a Travel Plan prepared by WSP.
- 1.1.2 It is submitted in relation to amendments ("Proposed Amendments") that are being made to the planning applications and applications for listed building consent (the "Applications") for the redevelopment of Bishopsgate Goodsyrd. The Applications as amended by the Proposed Amendments form the "Revised Scheme".
- 1.1.3 On 21st July 2014 Bishopsgate Goodsyrd Regeneration Limited (the "Applicant") submitted the Applications to the London Borough of Hackney and the London Borough of Tower Hamlets (the "Boroughs").
- 1.1.4 On 23rd September 2015 the then Mayor of London directed that he would act as local planning authority for the purposes of determining the Applications.
- 1.1.5 On 12th April 2016 the then Mayor deferred the determination of the Applications to allow the Applicant to address the issues raised in the Stage III Report.
- 1.1.6 The Applicant has carefully reviewed the issues raised in the Stage III Report and has liaised closely with the Mayor of London, the Boroughs and other stakeholders and consultees and is now submitting amendments to the Applications to address their feedback.
- 1.1.7 In broad terms, the Applicant is making the following Proposed Amendments to the Applications:

### **Plot 1 (Formerly Plots A and B)**

- 1.1.8 The Proposed Amendments maintain the height of the building and the type of uses, as currently proposed and retains the bridging over the East London Line box. The building massing is proposed to be revised to include setbacks at the upper levels as a result of feedback from the GLA and the Boroughs to address the relationship with adjacent buildings.

### **Plot 2 (Formerly Plots F and G)**

- 1.1.9 The Proposed Amendments replace the two tallest residential buildings with a commercial building with retail at the ground floor. The building would extend up to 17 - 29 storeys and would be the tallest building proposed. This building is being submitted with all matters in detail.
- 1.1.10 The reduction in height of Plot 2 means that no part of the scheme is now visible in views from the South Bastion of Tower Bridge.

### **Plot 3 (Formerly Plot K)**

- 1.1.11 The Proposed Amendments maintain the height and footprint of the building and the type of uses, as currently proposed. The Proposed Amendments address design comments in respect of the treatment to Phoenix Street and the listed Oriel Wall along Commercial Street.

### **Plot 4 (Formerly Plot C)**

- 1.1.12 The Proposed Amendments maintain the uses within this building and comprise retail at ground floor with residential above. The height of the building is proposed to be reduced to 19 storeys.

### **Plot 5 (Formerly Plot D)**

- 1.1.13 The Proposed Amendments maintain the uses within this building and comprise retail at ground floor with residential above. The height of the building is proposed to be reduced to between 6 -13 storeys.

### **Plot 6 (Formerly Plot E)**

- 1.1.14 The Proposed Amendments change the use of this building to a cultural type use with retail use. The height of the building is proposed to be reduced to up to 5 storeys in order to address comments raised by the GLA in respect of daylight and sunlight impacts along Sclater Street and the massing in the north-east part of the site.

### **Plots 7, (Formerly Plots H, I, J), 8A, 8B, 8C, 10 and 11 (the Pavilion)**

- 1.1.15 The Proposed Amendments maintain the mix of retail uses within the Oriel as well as the potential for Class D1/D2 uses within the Braithwaite arches with public open space above, as currently proposed (Plot 7). Plot 8 introduces hotel and residential uses with access at ground floor level within a 25 storey building to the west of Braithwaite Street, plus 4 storey buildings on top of the existing arches. The Proposed Amendments introduce residential within Plot 10 with retail at ground floor. The Proposed Amendments introduce retail use within a single storey building in Plot 11.

### **Public Open Space**

- 1.1.16 The overall amount of public space as part of the Proposed Amendments would increase at platform level, including an area of consolidated open space at the eastern end of the platform.
- 1.1.17 The Proposed Amendments, and the rationale for them, are explained fully in the Planning Statement prepared by DP9 Ltd.
- 1.1.18 The Proposed Amendments to the Applications have required some changes to be made to the Travel Plan and other documentation originally submitted with the Applications.

- 1.1.19 Rather than issuing tracked changed documents, the Applicant has issued this revised Travel Plan which replaces in its entirety that submitted previously.

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## 1.0

## INTRODUCTION

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### 1.1 BACKGROUND

- 1.1.1 Bishopsgate Goodsyards Regeneration Limited (“the Applicant”) submitted identical planning applications for the Proposed Development on the 21st July 2014 to both LB Hackney (“LBH”) and LB Tower Hamlets (“LBTH”) for determination.
- 1.1.2 Following further consultation with LBH and LBTH, amendments to the planning applications were submitted in August 2015 (“the 2015 Amended Scheme”).
- 1.1.3 On 15th September 2015 the former Mayor received a request to become the local planning authority for the purpose of determining the two planning applications at the Bishopsgate Goodsyards site. On 23rd September 2015, having considered a report on the case, the former Mayor notified LBH and LBTH that he would act as the local planning authority for the purposes of determining the planning applications. The Stage 3 report was published on 8th April 2016 and a public representation hearing was due to be held in April 2016 for the former Mayor to determine the applications. However, following a request from the Applicant to defer the representation hearing in order to work with GLA officers to satisfactorily address the concerns raised, the former Mayor decided to defer the representation hearing for that purpose.
- 1.1.4 Since that time, the Applicant has been working with the officers at the GLA, LBTH and LBH with regard to the submission of amendments to the current planning applications for determination by the current Mayor.

### 1.2 DESCRIPTION OF THE ‘APPLICATIONS’

- 1.2.1 It should be noted that references in this document to ‘application’ should be taken to read ‘applications’ reflecting the fact that two identical planning applications were originally submitted – one to the LBH and one to the LBTH with each borough tasked with determining consent for the extent of the Proposed Development that fell within each respective area. Therefore, references to ‘planning permission;’ should be taken to read ‘planning permissions’ given that two planning permissions will be required for the Proposed Amendments to proceed in its entirety.

### 1.3 SITE DESCRIPTION

- 1.3.1 The site is approximately 4.4 ha and is centred at Ordnance Survey (OS) National Grid Reference (NGR) TQ 33618 82233. The site has been in a derelict state since a fire in December 1964 and demolition of buildings on-site in 2004. In 2010 the Shoreditch High Street Rail Station opened in the centre of the site, serving the East London Line (London Overground) between Highbury & Islington and several stations south of the River Thames.

- 1.3.2 The site is bounded by transportation infrastructure in the form of road and rail. The site is bounded by the A1209 Bethnal Green Road and Sclater Street to the north, Brick Lane to the east and the A10 Shoreditch High Street to the west. The Great Eastern Main Line and West Anglia Main Line railways from Liverpool Street station form most of the southern boundary of the site, with the A1202 Commercial Street to the southwest. Wheeler Street / Braithwaite Street run north/south through the centre of the site. Aside from the Shoreditch High Street Rail Station building and associated elevated London Overground rail line, there are currently no other permanent buildings on the site. As of December 2011, there are several temporary 'recycled metal shipping containers' used as a pop-up retail mall known as the 'Boxpark'.
- 1.3.3 Through the centre of the site in a west/east orientation are multiple games pitches, including eight 'five-a-side' football pitches operated by Powerleague Fives Ltd. The southern section of the site including the listed arches and viaduct is vacant and overgrown with scrub-like vegetation and several low value trees.

## 1.4 DESCRIPTION OF THE PLANNING APPLICATION

- 1.4.1 The 2015 Amended Scheme proposed the comprehensive mixed use redevelopment of the site comprising of up to 1,356 residential units (Class C3), up to 65,859 m<sup>2</sup> Gross Internal Area (GIA), retail (Class A1, A2, A3 and A5) up to 17,499 m<sup>2</sup> GIA, assorted uses (Class D1, D2, sui generis) and 22,642 m<sup>2</sup> of new public open space and landscaping.
- 1.4.2 Following further consultation with the GLA, LBTH and LBH, the Applicant now submits the Proposed Amendments which consist of: a comprehensive redevelopment of the site which will include the provision of up to 139,023 m<sup>2</sup> Gross External Area (GEA) of commercial floorspace (B1 use), up to 19,547 m<sup>2</sup> GEA of retail floorspace (A1, A2, A3 and A5 use) the provision of up to 500 residential homes and the provision for up to a 150 room hotel and public realm.

## 1.5 PLANNING DEVELOPMENT DESCRIPTION (BY LOCAL AUTHORITY)

### LB Hackney Description of Development

- 1.5.1 An OUTLINE application for the comprehensive mixed use redevelopment of the site comprising:
- Residential (Class C3) comprising up to 500 residential units;
  - Business Use (Class B1) – up to 130,940 m<sup>2</sup> (GIA);
  - Hotel (Class C1) – up to 11,013 m<sup>2</sup> (GIA)
  - Retail, financial and professional services, restaurants and cafes and hot food takeaways (Class A1, A2, A3 and A5) – up to 18,390 m<sup>2</sup> (GIA) of which only 3,678 m<sup>2</sup> (GIA) can be used as Class A5;



- Non-residential Institutions (Class D1) / Assembly and Leisure (Class D2) – up to 6,363 m<sup>2</sup> (GIA);
  - Public conveniences (sui generis) – up to 298 m<sup>2</sup> (GIA);
  - Basement, ancillary and plant space – up to 21,216 m<sup>2</sup> (GIA);
  - Formation of new pedestrian and vehicular access; means of access and circulation and car parking within the site; and
  - Provision of new public open space and landscaping.
- 1.5.2 The application proposes a total of 10 buildings that range in height, with the highest being 142.4m AOD and the lowest being 19.0m AOD.
- 1.5.3 With all matters reserved save that FULL DETAILS for Plot 2 are submitted for alterations to, and the partial removal of, existing structures on the site and the erection of a building for office (Class B1) and retail use (Class A1, A2, A3, A5) comprising a part 17 / part 29 storey building; and Plot 7 A, B, C and D comprising the use of the ground level of the Braithwaite Viaduct for retail and food and drink uses (A1, A2, A3, A5) and works to and use of the Oriel and adjoining structures for retail and food and drink uses (A1, A2, A3, A5).
- 1.5.4 For that part of the site within LB Hackney, the proposed development comprises the following mix of uses:
- Up to 109,599 m<sup>2</sup> (GIA) of Business Use (Class B1);
  - Up to 4,509 m<sup>2</sup> (GIA) of Retail Use (Class A1, A2, A3 and A5), of which only 902 m<sup>2</sup> (GIA) can be used for hot food takeaways (Class A5);
  - Up to 2,254 m<sup>2</sup> (GIA) of Class D1 / D2 use;
  - Up to 12,752 m<sup>2</sup> (GIA) of ancillary and plant space.

### **LB Tower Hamlets Description of Development**

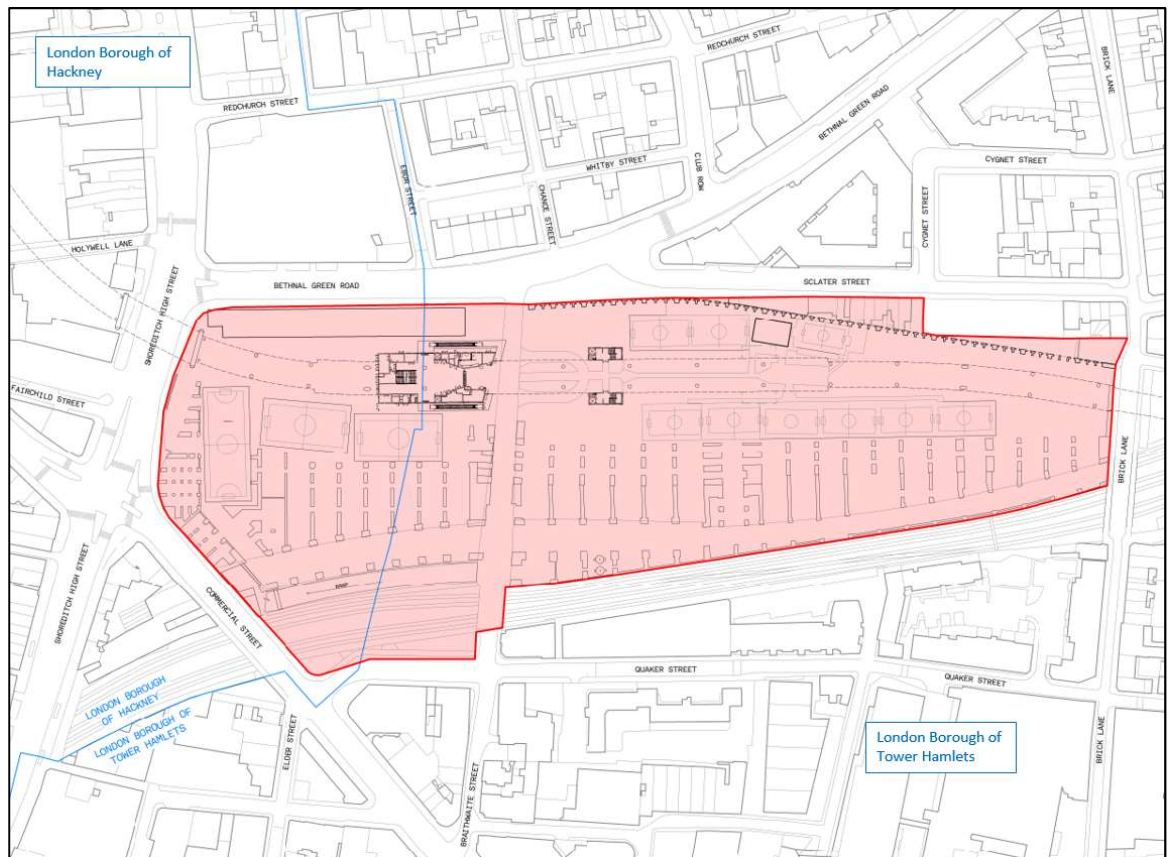
- “Residential (Class C3) comprising up to 500 residential units;
- Business Use (Class B1) – up to 130,940 m<sup>2</sup> (GIA);
- Hotel (Class C1) – up to 11,013 m<sup>2</sup> (GIA)
- Retail, financial and professional services, restaurants and cafes and hot food takeaways (Class A1, A2, A3 and A5) – up to 18,390 m<sup>2</sup> (GIA) of which only 3,678 m<sup>2</sup> (GIA) can be used as Class A5;
- Non-residential Institutions (Class D1) / Assembly and Leisure (Class D2) – up to 6,363 m<sup>2</sup> (GIA);
- Public conveniences (sui generis) – up to 298 m<sup>2</sup> (GIA);
- Basement, ancillary and plant space – up to 21,216 m<sup>2</sup> (GIA);
- Formation of new pedestrian and vehicular access; means of access and circulation and car parking within the site; and
- Provision of new public open space and landscaping.

- 1.5.5 The application proposes a total of 10 buildings that range in height, with the highest being 142.4m AOD and the lowest being 19.0m AOD.
- 1.5.6 With all matters reserved save that FULL DETAILS for Plot 2 are submitted for alterations to, and the partial removal of, existing structures on the site and the erection of a building for office (Class B1) and retail use (Class A1, A2, A3, A5) comprising a part 17 / part 29 storey building; and Plot 7 A B, C and D comprising the use of the ground level of the Braithwaite Viaduct for retail and food and drink uses (A1, A2, A3, A5) and works to and use of the Oriel and adjoining structures for retail and food and drink uses (A1, A2, A3, A5).
- 1.5.7 For that part of the site within LB Tower Hamlets, the proposed development comprises the following mix of uses:
- Up to 44,067 m<sup>2</sup> (GIA) of residential use (Class C3);
  - Up to 21,341 m<sup>2</sup> (GIA) of Business Use (Class B1);
  - Up to 11,013 m<sup>2</sup> (GIA) of Hotel Use (Class C1);
  - Up to 13,881 m<sup>2</sup> (GIA) of Retail Use (Class A1, A2, A3, A5) of which only 2,776 m<sup>2</sup> (GIA) can be used for hot food takeaways (Class A5);
  - Non-residential Institutions (Class D1) / Assembly and Leisure (Class D2) – up to 4,109 m<sup>2</sup> (GIA);
  - Up to 298 m<sup>2</sup> (GIA) of sui generis use;
  - Up to 8,464 m<sup>2</sup> (GIA) of ancillary and plant space.
- 1.5.8 The Revised Scheme also includes works which require listed building consent and therefore revised applications under the Planning (Listed Building and Conservation Areas) Act 1990 for listed building consent, have been submitted for the following:
- Listed Building Consent Application (Plot 7 A)
- 1.5.9 *“Restoration and repair of the existing Grade II listed oriel and gates and adjoining historic structures to provide a principal western pedestrian gateway into the scheme and to accommodate proposed Class A1/A2/A3/A5/ use into a number of the existing arches at ground floor. Part removal of a section of adjoining structures proposed to provide improved public realm and pedestrian access into the site.”*
- Listed Building Consent Application (Plot 7 B, C, D)
- 1.5.10 *“Restoration and repair of the existing Grade II listed Braithwaite Viaduct and adjoining structures for proposed Class A1/A2/A3/A5/D1/D2 and sui generis use at ground level. Structural interventions proposed to stabilise London Road structure, removal of sections of London Road roof to create openings over proposed new public squares; formation of new shopfront openings, installation of new means of public access up to park level. Part removal of adjoining unlisted wall on Brick Lane to provide improved public realm and pedestrian access into the site.”*

## 1.6 SITE LOCATION

- 1.6.1 This Travel Plan (TP) deals with matters of highway and transport planning relating to the revised redevelopment proposals at The Goodsyard site, also known as Bishopsgate Goods Yard (BGY) ("the site"), which is located on land surrounding Shoreditch High Street station in London.
- 1.6.2 The site location is shown in Figure Error! No text of specified style in document..1, showing the location of the site on the borough boundary line between LBH and LBTH. The proposed redevelopment of the site is referred to in this document as "the Proposed Development".

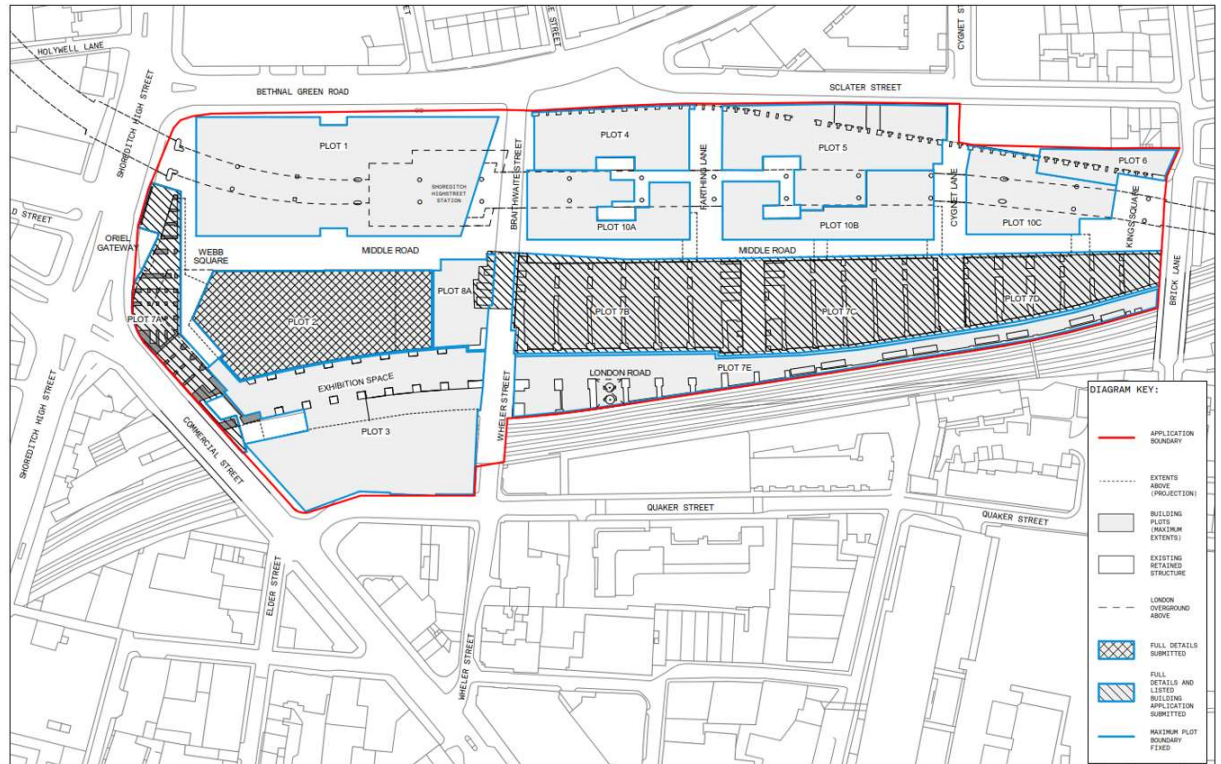
**Figure Error! No text of specified style in document..1: Site Location Plan**



## 1.7 PLANNING APPLICATIONS

1.7.1 The plans submitted as part of the planning application show the site divided into Plots, within which the buildings will be developed. The layout of the Plots is shown in Figure 2.2.

**Figure Error! No text of specified style in document..2 Division of the Site into Plots**



- 1.7.2 The planning application includes a detailed application for Plot 2, and listed building applications for Plots A, B, C and D. The remainder of the Plots form the outline application.
- 1.7.3 The outline planning application will seek approval for the quantum of development, with a maximum and minimum quantum for each use and Plot.
- 1.7.4 The full schedule of development is provided later within the report. Where the range in the quantum of development is provided, the Travel Plan will consider the Maximum Scenario only to provide a robust assessment.
- 1.7.5 The Travel Plan will also consider a 'Limited Development Scenario, which will review the maximum quantum of development that sits wholly within the LBTH.
- 1.7.6 The proposed development would be constructed in phases, with Plots 2 and 7, which form the detailed application, being the initial phase of development. The details of the development phasing are provided later within the report.

## 1.8 REPORT STRUCTURE

- 1.8.1 The remainder of this report is set out as follows.
- 1.8.2 This Draft Framework Travel Plan has been prepared in accordance with TfL's Travel Plan Guidance. The Draft Framework Travel Plan is structured as follows:
  - 8. Relevant Planning Policy;
  - 9. Baseline conditions and site assessment
  - 10. Travel Plan Strategy
  - 11. Residential Travel Plan
  - 12. Objectives and Targets
  - 13. Travel Plan measures – details the details the sustainable travel principles incorporating range of 'hard' (engineering) and 'soft' (marketing and management) measures that will be implemented; and
  - 14. Monitoring and review.;
  - 15. Hotel Travel Plans
  - 16. Objectives and Targets
  - 17. Travel Plan measures – details the sustainable travel principles incorporating range of 'hard' (engineering) and 'soft' (marketing and management) measures that will be implemented; and
  - 18. Monitoring and review.
  - 19. Workplace Travel Plans
  - 20. Objectives and Targets

21. Travel Plan measures – details the sustainable travel principles incorporating range of 'hard' (engineering) and 'soft' (marketing and management) measures that will be implemented; and
22. Monitoring and review.

## 2.1 INTRODUCTION

- 2.1.1 The national and local transport policies relevant to this development are well documented and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below, and where relevant, policies which relate directly to the development are addressed.

## 2.2 NATIONAL POLICY

### **National Planning Policy Framework (February 2019)**

- 2.2.1 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2.2 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, (so that opportunities can be taken to secure net gains across each of the different objectives):

An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and

mitigating and adapting to climate change, including moving to a low carbon economy.

2.2.3 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

The potential impacts of development on transport networks can be addressed;

Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

Opportunities to promote walking, cycling and public transport use are identified and pursued;

The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.2.4 Planning policies should:

Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

Be prepared with the active involvement of local highway authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

Provide for high quality walking and cycling networks and supporting facilities such as cycle parking, (drawing on Local Cycling and Walking Infrastructure Plans); and

Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.



- 2.2.5 If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.2.6 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.
- 2.2.7 Applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## National Planning Practice Guidance 2018

- 2.2.8 The National Planning Practice Guidance was published in 2012 and revised in 2018, offering updated and revised guidance on planning where necessary.
- 2.2.9 The online version allows stakeholders to be altered in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.2.10 The NPPG provides clarity on the role, function and structure of the Transport Assessments and Travel Plans:
- Transport Assessments and Statements are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.
- 2.2.11 Travel Plans, Transport Assessments and Statements can positively contribute to:
- Encouraging sustainable travel;
  - Lessening traffic generation and its detrimental impacts;
  - Reducing carbon emissions and climate impacts;
  - Creating accessible, connected, inclusive communities;
  - Improving health outcomes and quality of life;
  - Improving road safety; and
  - Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.2.12 They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

### **Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009)**

- 2.2.13 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'."

- 2.2.14 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 is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. This Travel Plan Pyramid is shown in Figure 19.1.
- 2.2.15 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.

Figure 19.1: Travel Plan Pyramid



## 2.3 REGIONAL POLICY

### The Draft London Plan

- 2.3.1 A new Draft London Plan was issued in December 2017 for consultation ahead of Examination in Public. It is not expected to be adopted until Autumn 2019. In the meantime, the current 2016 London Plan remains adopted. The Draft London Plan provides useful context for the direction of future policy although no material weight is attached to its policies at this stage.
- 2.3.2 Policy T2 relates to Healthy Streets and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle with reduced vehicle dominance.
- 2.3.3 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Travel plans are noted as being able to help reduce negative impacts and bring about positive outcomes and are required in accordance with relevant Transport for London guidance.
- 2.3.4 Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including hanging rooms, maintenance facilities, lockers and shower facilities (at least one per ten long-stay spaces is recommended).

### The London Plan (March 2016)

- 2.3.5 The London Plan was initially published in July 2011 with subsequent alterations since adopted; Revised Early Minor Alterations to the London Plan in October 2013, Further Alterations to the London Plan (FALP) in March 2015 and Minor Alterations to the London Plan in March 2016 with a fix version in January 2017.
- 2.3.6 The London Plan sets out to ensure that London's transport is easy, safe and convenient for everyone and encourages cycling, walking and use of electric vehicles.
- 2.3.7 Policy 6.1 stresses the importance of closer integration of transport and development and hopes to encourage this by (inter alia):
  - “Encouraging patterns of development that reduce the need to travel, especially by car;
  - Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
  - 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;

Improving interchange between different forms of transport, particularly around major rail and underground stations, especially where this will enhance connectivity in outer London;

Facilitating the efficient distribution of freight whilst minimising its impacts on the transport network;

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;

Promoting walking by ensuring an improved urban realm; and

Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.”

- 2.3.8 Policy 6.3 states that: “workplace and / or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with the relevant TfL guidance”.

#### **TfL Travel Planning Guidance (November 2013)**

- 2.3.9 In November 2013 TfL published a guidance document to combine and simplify the previous Travel Plan document ‘Travel Planning for New Development in London: Incorporating Deliveries and Servicing’ (January 2012).
- 2.3.10 One of the purposes of the guidance is to ensure that deliveries and servicing are taken into account from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods / servicing aspects will depend on the nature and scale of the development.
- 2.3.11 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.

## **2.4 LOCAL POLICY**

- 2.4.1 This section of the Travel Plan will not repeat the Local Policy section provided in the Chapter 3 of the Transport Assessment, however identifies the following relevant documents from LBH and LBTH:

LBH Local Development Framework Core Strategy (November 2010-2025)

LBH Local Development Framework Development Management Local Plan  
Publication Version (July 2015)

Sustainable Transport Strategy Supplementary Planning Document (SPD) (2015-2025)

LBH Local Development Framework South Shoreditch Supplementary Planning Document (SPD) (February 2006)

LBTH Local Plan Core Strategy (September 2010)

LBTH Local Plan Managing Development Document (MDD) (April 2013)

LBH and LBTH Bishopsgate Goods Yard Interim Planning Guidance (2010)

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## 3.0

## BASELINE CONDITIONS

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- 3.1.1 The baseline conditions for the site and surrounding area are outlined in Chapters 4 – 8 in the Transport Assessment and will not be repeated in this section of the Travel Plan.

### Management

4.1.1 The structure of how the Travel Plans will be managed is set out in Figure 19.3

Figure 19.2: Travel Plan Management



### Sustainable Travel Manager

4.1.2 A Sustainable Travel Manager (STM) will be appointed to take responsibility for the Site Wide management of the plan, and for ensuring its delivery. The Sustainable Travel Manager role for the site will be fulfilled by an appointed consultant or the site management company. It will be the responsibility of the developer to ensure that a Sustainable Travel Manager is appointed prior to the first occupation of the site. The roles and responsibilities of the STM are set out below:

Ensuring the structures for the ongoing management of the plan are set up and running effectively;

Liaising with public transport operators and other service providers such as car club operators;

Overseeing the monitoring and reporting of the Travel Plan including liaising with the Local Authority where appropriate;

Monitoring and where necessary revising Travel Plan targets; and

Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are permanent for the duration of the Travel Plan.

### Travel Plan Co-ordinators



- 4.1.3 To ensure that there is Site-wide adoption of the Travel Plan, the STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs). The STM will facilitate the appointment of TPCs for the residential land use, the Hotel and the office land uses. They will work with together jointly to promote the Travel Plan. The TPCs role will involve:

Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer;

Giving advice and information on transport-related subjects to residents and visitors;

On-site co-ordination of data collection for the plan;

Helping establish and promoting the individual measures in the plan;

Providing on-site support to the STM, as required; and

Implementing any additional measures.

## **Marketing**

- 4.1.4 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan and disseminate travel information and notification of facilities provided.
- 4.1.5 Residents and tenants will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures. Marketing will be undertaken between the point of sale and first occupation of each dwelling. Sales staff will be fully briefed on the Travel Plan.
- 4.1.6 Full details of the marketing strategy for the Site are contained within the individual measures chapters for the Travel Plan.

## **Securing the Travel Plan and Funding**

- 4.1.7 The Travel Plan will be secured by s106 agreement or by a planning condition.
- 4.1.8 Funding for the monitoring and management of the Travel Plan is to be secured by the developer, including compliance with agreed Travel Plan measures. The costs will relate to the implementation of measures outlined within the Travel Plan and also for surveys and monitoring.

## Monitoring

- 4.1.9 It is proposed that Travel Plan monitoring is coordinated between both elements of the Site, in order that the Sustainable Travel Manager will be able to manage the process and report findings in a single Monitoring Report. The coordination of travel plan monitoring will also assist the Local Authority in assessing the performance of the overall site-wide Travel Plan. The travel surveys for each element will therefore be carried out at the same time as each other, once trigger points have been reached.

## 5.0

## RESIDENTIAL TRAVEL PLAN

### Residential Trip Generation

- 5.1.1 The detailed methodology used to forecast the trip generation is provided within the Transport Assessment. The estimated travel demand for the residential Maximum Build Out is shown in Table 19.1.

**Table 19-1: Weekday Residential Trip Generation – Maximum Build Out (500 units)**

Mode	Weekday AM Peak (0800-0900 hours)			Weekday PM Peak (1730-1830 hours)			Weekday Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
LUL/Rail	22	93	115	60	28	88	454	470	924
Bus	15	60	75	39	18	57	295	305	599
Motorcycle	1	3	4	2	1	3	15	16	31
Car Driver	1	4	4	2	1	3	17	18	35
Car Passenger	0	1	2	1	0	1	7	7	13
Taxi/Minicab	0	2	2	1	1	2	10	10	20
Bicycle	8	34	42	22	10	32	166	172	338
Walk	17	69	85	45	20	65	336	347	683
Total	64	266	330	173	79	252	1302	1346	2644

### Objectives

- 5.1.2 The objectives and principles for this Travel Plan have been drafted in the context of Department for Transport (DfT) guidance on residential Travel Plans, Mayoral policy and strategic guidance, local borough policy and guidance as follows:

To raise residents' awareness of sustainable modes of travel available at the development;

To raise residents' awareness of the health and fitness benefits of walking and cycling for short journeys; and

To facilitate and encourage travel by sustainable modes.

### Targets

- 5.1.3 Targets are tailored to deliver the objectives of the Travel Plan, and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).
- 5.1.4 Two types of targets could be considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst 'Aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type target and 'Aim' type targets.

## Action Target

5.1.5 The following Action type targets are proposed:

Appoint a Travel Plan Coordinator (TPC) prior to occupation;

Cycle parking spaces will be provided prior to occupation;

A travel pack will be produced, promoting the range of sustainable transport modes available, health benefits of active travel and the key services provided through the travel plan; and

Travel surveys to be undertaken in years one, three and five after occupation.

## Aim Target

5.1.6 Given the location of the site, it is expected that residents will naturally travel to and from the site via sustainable modes of transport.

5.1.7 The following Aim target is proposed:

Achieve an AM and PM peak hour car driver mode share for residential uses not materially greater than that which is agreed through the planning application for the residential uses within five years of first occupation of the final phase of the development.

5.1.8 The mode split and the associated trip generation has been agreed as being realistic and achievable through the pre-application discussion process. This is therefore an appropriate target for the Travel Plan in the context of planning policy and practice. The target will be reviewed after the initial travel surveys have been undertaken at the Site, however indicative targets are set out in Table 19.2.

**Table 19-2: Residential Mode Share Targets**

Mode	Year 1 Target	Year 2 Target	Year 3 Target
LUL/Rail	35%	32%	30%
Bus	23%	21%	19%
Motorcycle	1%	1%	1%
Car Driver	1%	1%	1%
Car Passenger	1%	1%	1%
Taxi/Minicab	1%	1%	1%
Bicycle	13%	15%	17%
Walk	26%	28%	30%
Total	101%	100%	100%

## Measures

- 5.1.9 This section outlines the measures which will be implemented on site to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considered in turn in the following sections:

‘Hard’ engineering measures incorporated into the design;

‘Key services and facilities’ provided; and

‘Soft’ marketing and management measures which ensure that sustainable travel behaviour is maximised.

## Hard Measures

- 5.1.10 It should be recognised that many physical aspects of the design of the site will influence travel patterns, and will have a significant impact upon reducing dependence upon car. The hard engineering measures that will be incorporated into the design of the development are set out below.
- 5.1.11 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.
- 5.1.12 The provision for alternative transport modes within the Site focus on making walking and cycling realistic alternatives to the private car for short journeys by ensuring good facilities and direct routes for each are provided.

## Permeability

- 5.1.13 Within the site, the pedestrian environment will be of high quality with the provision of attractive pedestrian routes including the link around the northern side of the Site to join the existing cycle / pedestrian provision with a new crossing across the A40. Pedestrians will feel safe and secure with a mixture of uses and ground level frontage ensuring the area is active both day and night, thus providing natural surveillance.
- 5.1.14 The pedestrian accesses are provided in suitable locations, connecting to convenient routes towards local facilities and public transport service access points, as outlined within Section 3 of this Travel Plan. The proximity of the site to local shops, services and facilities will provide the opportunity for residents within the Site to meet most of their daily needs on foot or bicycle, therefore reducing dependence upon the private car.

## **Car Parking Provision**

- 5.1.15 The proposed residential development will be car-free with the exception of disabled parking provision. This is in line with the emerging London Plan standards.

## **Cycle Parking Provision**

- 5.1.16 Safe and secure cycle parking will be within the Proposed Development to meet the demands of residents and visitors to the Site in line with both TfL standards. The usage of cycle parking will be monitored as part of the overall monitoring strategy on the site.

## **Key Services & Facilities**

- 5.1.17 A number of key services and facilities to compliment the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes.

## **Provision of Broadband Access in Homes**

- 5.1.18 All residential units within the development will be broadband ready providing residents with the opportunity to sign up to an internet service provider. This will provide opportunities for both home working and home shopping, reducing the need to travel.

## **SOFT MEASURES**

- 5.1.19 The location of the site, its design and proximity to public transport services within the surrounding area will 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 site are set out below.

## **Travel Pack**

- 5.1.20 Residents of new dwellings will be provided with a Travel Pack upon first occupation. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:

Promotion of local sustainable travel networks: including:  
the bus services which are available; and

the rail services which are available;

Links to relevant public transport travel information websites will be provided such as the TfL journey planner or the Citymapper app.

Promotion of local amenities: The Travel Pack will include the locations of many of the nearby key amenities which can facilitate many trips by foot.

Promotion of the cycle parking: Making residents aware of the cycle parking which is available to them;

Promote membership to the London Cycling Campaign (LCC): Promote the LCC which is a cyclist organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops in London; exclusive cycle theft insurance packages; free third-party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group together with membership information will be included within the residential Travel Pack.

Promotion of health benefits associated with alternative modes of transport:

The travel pack will provide details of the health benefits associated with walking and cycling regularly;

Details of carbon foot-printing: provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage;

Promotion of car share schemes: Details of car sharing websites will be included within the Travel Pack;

Promotion of key services and facilities: Full details of the key services and facilities provided by the Travel Plan will be included on the Travel Pack including:

The availability of broadband internet and the benefits of home working and home shopping;

The availability of the car club spaces nearby and where to find information about using the service;

The car parking management regime in place; and

The availability of the Site management office to accept small, non-perishable deliveries during the day.

- 5.1.21 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

## **Monitoring & Review**

- 5.1.22 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 establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

## **Monitoring**

### **Action Target Monitoring and Reporting**

- 5.1.23 To measure progress against the Action target, the following monitoring regime is proposed:

#### **Annual reporting**

The number of dwellings completed and first occupied in each year will be reported to the approving authority together with confirmation that each occupier has been provided with a copy of the Travel Pack.

### **Aim Target Monitoring and Reporting**

- 5.1.24 To measure progress against the Aim target, the following monitoring regime is proposed, unless agreed in writing to curtail:

#### **Year 0 Survey**

A TRICS SAM (Standard Assessment Methodology) compliant monitoring survey will be undertaken during the first reasonably practicable neutral month following 75% occupation and a monitoring report setting out the surveyed results will be submitted to the Boroughs and TfL.

#### **Years 1, 3 and 5 Surveys**

A TRICS SAM compliant monitoring survey will be undertaken during the same neutral month as the year 0 survey in years 1, 3 and 5 and a monitoring report setting out the surveyed results will be submitted to the approving authority.

- 5.1.25 The monitoring surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken.



## Review

- 5.1.26 The STM will report the results on monitoring to the approving authority within three months of monitoring being triggered. The approving authority, relevant stakeholders and the STM will then review the results and, if appropriate, revise targets accordingly. The results of the travel survey and revised targets will be included in subsequent revisions of this Travel Plan as required.
- 5.1.27 It is not anticipated that any remedial measures will be required following review of the travel plan after monitoring reports are provided to the approving authority. Any such remedial measures (if required necessary) should be secured and funded through a s106 agreement.

## Action Plan

- 5.1.28 The programme for the implementation of the Travel Plan measures is set out in Table 19-3 including intended implementation dates and responsibilities.

**Table 19-3: Residential Action Plan**

Action	Target (values)	Target Date	Funding	Indicator / measured by	Responsibility
Appointment of STM & TPC	N/A	Prior to occupation	Developer	Appointment of STM & TPC	Developer
Agree Travel Plan Objectives, Targets and Measures with Boroughs / TfL	N/A	Prior to occupation	Developer	Agreement being reached with Boroughs / TfL	STM/TPC
Provision of cycle parking	In line with emerging London Plan	Prior to occupation	Developer	Installation of cycle parking	Developer
Availability of broadband access in homes	N/A	Prior to first occupation off each dwelling	Developer	Availability of broadband access in homes	Developer
Provision of the Travel Pack to each dwelling	One Travel Pack per employee	As part of induction	Developer	Dissemination of the Travel Pack to each dwelling	Developer
Undertake initial travel surveys	N/A	Within 3 months of occupation of 75% occupation	Developer	Receipt of survey results	STM/TPC
Agree target values for mode split with Boroughs / TfL	Target subject to negotiations with Boroughs / TfL	1 month after initial travel survey	Developer	Receipt of written agreement of targets	STM/TPC
Undertake travel survey and analysis years 1, 3 and 5 and discuss results with Boroughs / TfL	N/A	Every other anniversary of the initial travel survey	Developer	Receipt of survey results	STM/TPC

## 6.0

## HOTEL TRAVEL PLAN

### Hotel Trip Generation

- 6.1.1 The detailed methodology used to estimate trip generation for the proposed hotel use is provided within the Transport Assessment. The forecast travel demand is summarised in Table 19-4

**Table 19-4: Hotel Travel Demand**

Mode	0800-0900			1700-1800		
	In	Out	Total	In	Out	Total
London Underground / Rail	0	2	2	1	3	4
Bus, minibus or coach	3	1	4	0	0	1
Motorcycle	0	0	0	0	0	0
Car/Van	1	0	1	0	0	0
Passenger	0	0	0	0	0	0
Taxi	5	8	13	5	5	9
Bicycle	0	0	0	0	0	0
Walk	16	55	71	41	44	85
Total	26	71	96	51	53	104

### Objectives

- 6.1.2 The objectives and principles for this Travel Plan have been drafted in the context of Department for Transport (DfT) guidance on Travel Plans, Mayoral policy and strategic guidance, local borough policy and guidance as follows:

To raise employees' and visitor's awareness of sustainable modes of travel available at the development;

To raise employees' and visitor's awareness of the health and fitness benefits of walking and cycling for short journeys; and

To facilitate and encourage travel by sustainable modes.

- 6.1.3 In relation to the hotel, the Travel Plan is designed to focus on employee travel choices as this is a repeated daily activity. Travel behaviour of visitors to the hotel has also been considered however it is noted that there are fewer opportunity to influence travel choices of visitors. Table 19.5 shows the mode share targets for both staff and visitors.

**Table 19-5 Hotel Mode Share Targets**

Mode	Year 1% Split	Target Split – Year 3	Target Split – Year 5
London Underground / Rail	6%	7%	8%
Bus, minibus or coach	3%	3%	3%
Motorcycle	0%	0%	0%
Car/Van	1%	1%	1%

Passenger	0%	0%	0%
Taxi	11%	8%	5%
Bicycle	1%	3%	5%
Walk	78%	78%	78%
Total	100%	100%	100%

## Targets

- 6.1.4 Targets are tailored to deliver the objectives of the Travel Plan, and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).
- 6.1.5 Two types of targets could be considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst 'Aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type target and 'Aim' type targets.

### Action Target

- 6.1.6 The following Action type targets are proposed:
- Appoint a Travel Plan Coordinator (TPC) prior to occupation;
  - Provide cycle parking spaces prior to occupation;
  - A travel pack will be produced, promoting the range of sustainable transport modes available, health benefits of active travel and the key services provided through the travel plan; and
  - Travel surveys to be undertaken in years one, three and five after occupation.

### Aim Target

- 6.1.7 Given the location of the site, it is expected that employees and visitors will naturally travel to and from the site via sustainable modes of transport.
- 6.1.8 The following Aim target is proposed:
- Achieve an AM and PM peak hour car driver mode share for hotel uses not materially greater than that which is agreed through the planning application for the hotel uses within five years of first occupation of the final phase of the development.
- 6.1.9 The mode split and the associated trip generation has been agreed as being realistic and achievable through the pre-application discussion process. This is therefore an appropriate target for the Travel
- 6.1.10 Plan in the context of planning policy and practice. The target will be reviewed after the initial travel surveys have been undertaken at the Site.

- 6.1.11 Achieving this specific and timed target will be measured through monitoring travel surveys the results of which will be reported to the Local Planning Authority. This target links directly to all three objectives of the residential travel plan.

## **Measures**

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

‘Hard’ engineering measures incorporated into the design;

‘Key services and facilities’ provided; and

‘Soft’ marketing and management measures which ensure that sustainable travel behaviour is maximised.

## **Hard Measures**

- 6.1.13 It should be recognised that many physical aspects of the design of the site will influence travel patterns, and will have a significant impact upon reducing dependence upon car. The hard engineering measures that will be incorporated into the design of the development are set out below.
- 6.1.14 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.
- 6.1.15 The provision for alternative transport modes within the site focus on making walking and cycling realistic alternatives to the private car for short journeys by ensuring good facilities and direct routes for each are provided.

## **Permeability**

- 6.1.16 Within the Site, the pedestrian environment will be of high quality with the provision of the attractive garden square, which will provide well-maintained and legible pedestrian routes; and the use of quality materials. Pedestrians will feel safe and secure with a mixture of uses and ground level frontage ensuring the area is active both day and night, thus providing natural surveillance.
- 6.1.17 The pedestrian accesses are provided in suitable locations, connecting to convenient routes towards local facilities and public transport service access points. The proximity of the site to local shops, services and facilities will provide the opportunity for residents within the Site to meet most of their daily needs on foot or bicycle, therefore reducing dependence upon the private car.

## **Car Parking Provision**

- 6.1.18 The hotel will be car-free with no on-site provision, with the possible exception of disabled parking provision.

## **Cycle Parking Provision**

- 6.1.19 Safe and secure cycle parking will be within the Proposed Development to meet the demands of residents and visitors to the Site in line with both TfL and the Boroughs minimum standards. The usage of cycle parking will be monitored as part of the overall monitoring strategy on the site.

## **Key Services & Facilities**

- 6.1.20 A number of key services and facilities to compliment the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the proposed key services are set out in turn below:

## **Deliveries**

- 6.1.21 Sustainable delivery initiatives will be pursued where reasonably practicable. Such initiatives could include the synchronisation of deliveries from common suppliers therefore reducing both the number of deliveries to the Site whilst simultaneously reducing the economic and environmental costs associated with Light Goods Vehicle (LGV) and Heavy Goods Vehicle (HGV) deliveries.

## **Cycle to Work Scheme**

- 6.1.22 The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis will be promoted to all workplace occupiers for the benefit of their staff. The hotel operator will be encouraged to provide support for this scheme.

## **Cycle to Work Week**

- 6.1.23 A cycle to work week will be organised by the Travel Plan Coordinator. The event will be held within 12 months of the opening of the hotel. The event will be co-ordinated with the National Bike Week, where timescales permit.

## **Interest Free Season Ticket Loans for Employees**

- 6.1.24 The hotel operator would be encouraged to provide and promote the availability of employee interest free loans for the purchase of public transport season tickets. The provision of interest free season ticket loans will be publicised (if appropriate) within the Travel Pack.

## **Soft Measures**

- 6.1.25 The location of the site, its design and proximity to public transport services within the surrounding area will 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 site are set out below.

## **Travel Pack**

- 6.1.26 Employees will be provided with a Travel Pack as part of their induction. A copy of the Travel Pack will also be made available to visitors either as part of the information available in each room or at a central, public location in the hotel (e.g. reception) and travel information will be available on the hotel website, encouraging sustainable travel choices where possible. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:

Promotion of local sustainable travel networks: including:

The bus services which are available; and

The rail services which are available.

Links to relevant public transport travel information websites will be provided such as the TfL journey planner or citymapper.

Promotion of local amenities: The Travel Pack will include the locations of many of the nearby key amenities which can facilitate many trips by foot.

Promotion of the cycle parking: Making residents aware of the cycle parking which is available to them;

Promotion of health benefits associated with alternative modes of transport: The travel pack will provide details of the health benefits associated with walking and cycling regularly;

Details of carbon foot-printing: provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage;

Promotion of key services and facilities: Full details of the key services and facilities provided by the Travel Plan will be included on the Travel Pack including:

The availability of the car club on the site and where to find information about using the service;

Cycle to work schemes and national cycle to work week;

Taxi pooling for hotel guests;

Interest free season ticket loans for employees; and

The car parking management regime in place.

- 6.1.27 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

### **Hotel Website**

- 6.1.28 In addition to the Travel Pack, travel advice on walking, cycling and public transport routes to the site would be published on the hotel website and a link to this page included in booking confirmation for visitors.

### **Monitoring & Review**

- 6.1.29 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 establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

### **Monitoring**

#### **Action Target Monitoring and Reporting**

- 6.1.30 To measure progress against the Action target, the following monitoring regime is proposed:

Annual reporting:

A copy of the Travel Pack will be provided to the approving authority.

#### **Aim Target Monitoring and Reporting**

- 6.1.31 To measure progress against the Aim target, the following monitoring regime is proposed, unless agreed in writing to curtail:

Year 0 Survey:

A TRICS SAM (Standard Assessment Methodology) compliant monitoring survey will be undertaken during the first reasonably practicable neutral month following occupation and a monitoring report setting out the surveyed results will be submitted to TfL / Boroughs.

Years 1, 3 and 5 Surveys:

A TRICS SAM compliant monitoring survey will be undertaken during the same neutral month as the year 0 survey in years 1, 3 and 5 and a monitoring report setting out the surveyed results will be submitted to the approving authority.

- 6.1.32 The monitoring surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken.

## Review

- 6.1.33 The STM will report the results on monitoring to the approving authority within three months of monitoring being triggered. The approving authority, relevant stakeholders and the STM will then review the results and, if appropriate, revise targets accordingly. The results of the travel survey and revised targets will be included in subsequent revisions of this Travel Plan as required.
- 6.1.34 It is not anticipated that any remedial measures will be required following review of the travel plan after monitoring reports are provided to the approving authority. Any such remedial measures (if required necessary) should be secured and funded through a s106 agreement on terms which accord with the statutory tests in respect of S106 obligations.

## Action Plan

- 6.1.35 The programme for the implementation of the Travel Plan measures is set out in Table 19.6 including intended implementation dates and responsibilities.

**Table 19-6 Hotel Action Plan**

Action	Target (values)	Target Date	Funding	Indicator / measured by	Responsibility
Appointment of STM & TPC	N/A	Prior to occupation	Developer	Appointment of STM & TPC	Developer
Agree Travel Plan Objectives, Targets and Measures with Boroughs / TfL	N/A	Prior to occupation	Developer	Agreement being reached with Boroughs / TfL	STM/TPC
Provision of cycle parking	In line with emerging London Plan	Prior to occupation	Developer	Installation of cycle parking	Developer
Provision of the Travel Pack to each employee	One Travel Pack per employee	As part of induction	Developer	Dissemination of the Travel Pack to each employee	Developer
Publishing of Travel Pack to each employee	N/A	Prior to occupation	Developer	Creation of website	Developer
Undertake initial travel surveys	N/A	Within 3 months of occupation	Developer	Receipt of survey results	STM/TPC
Agree target values for mode	Target subject to negotiations	1 month after initial travel survey	Developer	Receipt of written	STM/TPC



split with Boroughs / TfL	with Boroughs / TfL			agreement of targets	
Undertake travel survey and analysis years 1, 3 and 5 and discuss results with Boroughs / TfL	N/A	Every other anniversary of the initial travel survey	Developer	Receipt of survey results	STM/TPC

## 7.0

## OFFICE TRAVEL PLAN

- 7.1.1 The detailed methodology employed to forecast the trip generation is provided within the Transport Assessment. Table 19.7 shows the estimated travel demand forecast for the proposed office.

**Table 19-7 Proposed Office Action Plan**

Mode	0800-0900			1700-1800			Daily		
	In	Out	Total	In	Out	Total	In	Out	Two-Way
LUL/Rail	3303	96	3398	68	2365	2434	10621	9138	19758
Bus	193	6	199	4	138	142	622	535	1157
Motorcycle	57	2	59	1	41	42	183	157	340
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Taxi/Minicab	27	1	28	1	19	20	86	74	160
Bicycle	39	1	41	1	28	29	127	109	236
Walk	100	3	103	2	72	74	322	277	598
<b>Total</b>	<b>3719</b>	<b>108</b>	<b>3827</b>	<b>77</b>	<b>2663</b>	<b>2740</b>	<b>11959</b>	<b>10289</b>	<b>22248</b>

### Objectives

- 7.1.2 TfL's guidance identifies that 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.
- 7.1.3 The strategy for this Framework Travel Plan therefore has the following general objectives for the dwellings:

Establish sustainable travel principles;

Support car free lifestyles;

Increase the attractiveness and use of cycling;

Encourage healthy and active travel; and

Raise awareness of sustainable modes of transport available for residents and visitors travelling to and from the Site.

### Travel Plan Targets

- 7.1.4 The achievement of Travel Plan objectives should be measurable using targets. In accordance with TfL's Travel Planning Guidance, all targets identified will be SMART (Specific; Measurable; Achievable; Realistic and Time-Bound). Therefore, appropriate SMART targets are proposed by type as follows:

'Aim' type targets are those which relate to outcomes achieved through implementation of measures; and

'Action' type targets are physical actions that can be achieved by a set date (e.g. appointing a Travel Plan Co-ordinator).

## Aim Targets

- 7.1.5 Given the 'car free' nature of the proposals it is not necessary to formulate specific 'aim type' targets for single occupancy vehicle trips as all employees will naturally travel to and from the Site via sustainable modes of transport. Instead, given the significant proposed cycle parking provision, it is proposed that the target will focus primarily on cycling to and from the Site. The mode shift targets are shown in Table 19.8.

**Table 19-8: Office Mode Share Targets**

Mode	Year 1% Split	Target Split – Year 3	Target Split – Year 5
London Underground/Rail	34%	29%	24%
Bus, minibus or coach	54%	54%	54%
Taxi	5%	6%	7%
Motorcycle	2%	2%	2%
Car/Van	0%	0%	0%
Passenger	0%	0%	0%
Bicycle	1%	1%	1%
On Foot	1%	3%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- 7.1.6 The interim targets will be reviewed after the initial travel surveys have been undertaken at the Site.

## Action Targets

- 7.1.7 The following action type targets are potentially set for the commercial elements:
- Appointment of a Travel Plan Coordinator (TPC) by the Facilities Management company prior to occupation of the development;
  - Produce a Travel Leaflet promoting alternative modes of transport and the key services provided through the Travel Plan, to be distributed electronically to all employees;
  - Provide cycle parking spaces;
  - Provide changing facilities, showers and lockers;
  - Promote to occupiers the benefits of offering cycle to work schemes to employees;
  - Organise a cycle to work-week to promote cycling within one month of full occupation, and annually thereafter for a minimum period of five years;
  - Promote to occupiers the benefits of flexible working practices; and
  - Undertake travel surveys at years one, three and five after initial occupation.

## Measures

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

‘Hard’ engineering measures incorporated into the design;

‘Key services and facilities’ provided; and

‘Soft’ marketing and management measures which ensure that sustainable travel behaviour is maximised.

### Hard Measures – Site Design

- 7.1.9 It should be recognised that many physical aspects of the design of the site 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 proposed development are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of the building and landscaping within the proposed development prior to occupation and will be funded by the Applicant.

### Car Parking Provision

- 7.1.10 The proposed office development will be car-free with the exception of disabled parking provision.

### Cycle Parking Provision

- 7.1.11 Safe and secure cycle parking will be provided within the proposed development to encourage cycle ownership and travel.

### Facilities for Active modes

- 7.1.12 Changing facilities, showers and lockers will be provided to encourage active travel modes.

### Key Services & Facilities

- 7.1.13 A selection of key services and facilities to complement the location and physical design of the Site will also be sought to further encourage the use of sustainable transport modes. Details of possible key services are set out below:

## **Cycle Maintenance and Repair Facilities**

- 7.1.14 Two cycle hubs have been proposed along with a number of facilities that could be provided within the basement to encourage cycling to work:

Bicycle mechanic visits to provide basic maintenance sessions and check bikes;  
and

Maintenance facilities for general use including bicycle pumps and repair tools.

## **Cycle to Work Scheme**

- 7.1.15 The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis could be promoted to all workplace occupiers for the benefit of their staff.
- 7.1.16 Administration of this could be provided by the workplace occupiers.

## **Cycle to Work Week**

- 7.1.17 A cycle to work week could be organised by the Travel Plan Coordinator. The cycle to work week could be funded by the workplace occupiers to promote cycling to staff. The event could be co-ordinated with the National Bike Week, where timescales permit.

## **Interest Free Season Ticket Loans for Employees**

- 7.1.18 Occupiers could be encouraged to provide employee interest free loans for the purchase of public transport season tickets. If offered, the provision of interest free season ticket loans could be communicated with employees through the travel leaflet.

## **Encouraging Physical Activity as Part of Daily Travel**

- 7.1.19 The Travel Leaflet will detail the cycle facilities available on Site and could include details of the local sports facilities and discounts with different outlets (gymnasiums and sports shops).

## **Sustainable Delivery Initiatives**

- 7.1.20 Off-site delivery consolidation is proposed which will reduce the number of service vehicles that need to access the Site, and therefore minimise potential pedestrian / cyclist conflict with vehicles, as well as environmental impacts.

## Soft Measures – Communication & Promotion

- 7.1.21 The location of the Site, its design and proximity to public transport services 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 possible elements of the communication strategy for the Site are set out below.

### Travel Leaflet

- 7.1.22 Travel Leaflets could be made available electronically to employees of the retail units, restaurant, viewing gallery, and office land uses within the Site, and to visitors. The leaflets could be produced by the TPC.
- 7.1.23 A key role of the Travel Leaflet would also be to raise awareness of the sustainable travel initiatives being implemented through the travel plan including:

Access initiatives: The Travel Leaflet could contain a high-quality map showing walking, cycling and public transport routes to/ from the Site, together with the locations of key local facilities such as shops services and restaurants – all of which will be accessible on foot. Additional sources of further information such as TfL's Journey Planner website and mobile applications could also be provided;

Promotion of key services and facilities: Details of the key services and facilities such as the location and access arrangements for cycle parking and maintenance facilities. Sources of more detailed further information could also be included;

Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cycle organisation with local groups throughout London. Details of the local LCC group together with membership information could be included within the Travel Leaflet.

Promotion of employee initiatives: Details of the national cycle to work scheme and the availability of interest free season ticket loans (subject to occupier agreement).

Promotion of off peak travel: The Travel Leaflet could contain information regarding the benefit of off-peak travel, especially avoiding public transport services at the busiest times.

- 7.1.24 The Travel Leaflet could also invite those persons wishing to raise specific transport-related matters to engage in discussions with the TPC.
- 7.1.25 A copy of the Travel Leaflet could be available electronically via the TPC and will be updated regularly.

## **Notice Boards**

- 7.1.26 Notice boards providing travel information to employees within the Site will be placed in prominent locations.
- 7.1.27 The notice boards will include information such as locations of on-site and off-site cycle parking; public transport service access points, and upcoming travel initiatives or events organised by the TPC, such as Bike Week and the Cycle to Work Scheme.

## **Flexible Working Hours**

- 7.1.28 Individual occupiers could be encouraged to introduce a practice of flexible working hours amongst employees. This would provide employees with greater workplace and travel choice and the potential to avoid the busiest peaks.

## **Monitoring & Review**

- 7.1.29 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 establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the Sustainable Travel Manager with assistance from the Travel Plan Co-ordinator.

## **Monitoring**

### **Action Target Monitoring and Reporting**

- 7.1.30 To measure progress against the Action target, the following monitoring regime is proposed:

Annual reporting:

The amount of office space completed and first occupied in each year will be reported to the approving authority together with confirmation that each occupier has been provided with a copy of the Travel Pack.

### **Aim Target Monitoring and Reporting**

- 7.1.31 To measure progress against the Aim target, the following monitoring regime is proposed, unless agreed in writing to curtail:

Year 0 Survey

A TRICS SAM (Standard Assessment Methodology) compliant monitoring survey will be undertaken during the first reasonably practicable neutral month following 75% occupation and a monitoring report setting out the surveyed results will be submitted to the Boroughs / TfL.

## Years 1, 3 and 5 Surveys

A TRICS SAM compliant monitoring survey will be undertaken during the same neutral month as the year 0 survey in years 1, 3 and 5 and a monitoring report setting out the surveyed results will be submitted to the approving authority.

- 7.1.32 The monitoring surveys will allow the approving authority to understand emerging travel behaviour at the development and to make an informed decision about what, if any, actions should be taken.

## Review

- 7.1.33 The STM will report the results on monitoring to the approving authority within three months of monitoring being triggered. The approving authority, relevant stakeholders and the STM will then review the results and, if appropriate, revise targets accordingly. The results of the travel survey and revised targets will be included in subsequent revisions of this Travel Plan as required.
- 7.1.34 It is not anticipated that any remedial measures will be required following review of the travel plan after monitoring reports are provided to the approving authority. Any such remedial measures (if required necessary) should be secured and funded through a s106 agreement on terms which accord with the statutory tests in respect of S106 obligations.

## Action Plan

- 7.1.35 The programme for the implementation of the Travel Plan measures is set out in Table 19.9 including intended implementation dates and responsibilities.

**Table 19.9: Workplace Action Plan**

Action	Target (values)	Target Date	Funding	Indicator / measured by	Responsibility
Appointment of STM & TPC	N/A	Prior to occupation	Developer	Appointment of STM & TPC	Developer
Agree Travel Plan Objectives, Targets and Measures with Boroughs / TfL	N/A	Prior to occupation	Developer	Agreement being reached with Boroughs / TfL	STM/TPC
Provision of cycle parking	In line with emerging London Plan	Prior to occupation	Developer	Installation of cycle parking	Developer
Provision of the Travel Pack to each employee	One Travel Pack per employee	As part of induction	Developer	Dissemination of the Travel Pack to each employee	Developer
Publishing of Travel Pack to each employee	N/A	Prior to occupation	Developer	Creation of website	Developer
Undertake initial travel surveys	N/A	Within 3 months of occupation	Developer	Receipt of survey results	STM/TPC



Agree target values for mode split with Boroughs / TfL	Target subject to negotiations with Boroughs / TfL	1 month after initial travel survey	Developer	Receipted of written agreement of targets	STM/TPC
Undertake travel survey and analysis years 1, 3 and 5 and discuss results with Boroughs / TfL	N/A	Every other anniversary of the initial travel survey	Developer	Receipt of survey results	STM/TPC