

GPE (St Thomas Street) Ltd

New City Court Travel Plan

March 2020

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1 INTRODUCTION

1.1 Background and context

1.1.1 Transport Planning Practice (TPP) has been appointed to provide transport planning advice in relation to the proposed redevelopment at New City Court within the London Borough of Southwark (LBS).

1.2 Existing site

1.2.1 The site is located in the London Bridge area covering an area of approximately 0.36 hectares (ha). It is bound by St Thomas Street to the north; shops on Borough High Street (A3) to the west; King's Head Yard to the south; and Guy's Hospital buildings to the east. It is currently almost entirely occupied by:

- Georgian terraced townhouses at Nos. 4, 6, 8, 12, 14 and 16 St Thomas Street;
- New City Court office building at No. 20 St Thomas Street; and
- Keats House at Nos. 24 to 26 St Thomas Street.

1.2.2 The site has been subject to a site specific survey, which has included reviewing accessibility by disabled users and parents with children in buggies or scooters. A site location plan is included in Figure 1 and the site boundary is shown in Figure 2.

1.3 Proposed development

1.3.1 The proposals are for the comprehensive redevelopment of the site to include the demolition of the existing 1980s office building and erection of a 37-storey building (the Tower), the restoration and refurbishment of the existing listed terrace (the Georgian Terrace), and the redevelopment of Keats House to provide the following:

- 46,374m² GIA of Class B1 office floorspace;
- 1,904m² GIA of Class A1 & A3 retail floorspace;
- 615m² GIA of Class D2 gym floorspace;
- 719m² GIA Class B1/D2 HUB floorspace; and
- 825m² GIA Class D2 public garden floorspace.

1.4 Report Purpose

- 1.4.1 The purpose of this Interim Travel Plan (ITP) is to set out the strategy for maximising the use of public transport, walking and cycling amongst staff and visitors at the site.
- 1.4.2 As there will be no general car parking provided at the proposed development, the travel patterns have already been influenced towards the use of sustainable transport to the site. Therefore, the main objective of this ITP is to ensure that the site's location with excellent access to sustainable transport modes is taken advantage of and the predicted travel patterns to and from the development are achieved and maintained.
- 1.4.3 The proposed development is a mixed-use commercial scheme and this ITP is a Workplace Travel Plan covering employees of both the office and retail uses.
- 1.4.4 As the proposed development has not yet been constructed, this ITP is an interim document with the full Travel Plan expected to be secured via a planning condition or an obligation within the Section 106 agreement. This ITP has been prepared to accompany a full planning application for the site and has been developed as part of the feasibility and design stages.

1.5 Report structure

- 1.5.1 Following this introductory section, the report is structured as follows:
- **Section 2: Existing transport conditions** - describes the current site in relation to the transport network and its accessibility by different transport modes.

- **Section 3: Expected travel patterns** – sets out the expected modal split.
- **Section 4: Aims, objectives and targets** – sets out the objectives and aims of the document and targets against which the ITP will be assessed.
- **Section 5: Proposed measures** – gives details of the proposed travel planning measures to help deliver sustainable patterns at the proposed development.
- **Section 6: Management and monitoring** – explains how the ITP will be managed and monitored. An action plan is also provided.
- **Section 7: Securing, enforcement and funding** – provides a summary of how the Travel Plan will be secured, enforced and funded.
- **Chapter 8: BREEAM compliance** – demonstrates the ITP's compliance with BREEAM.

2 EXISTING TRANSPORT CONDITIONS

2.1.1 This section reviews the pedestrian, cycle and public transport facilities in the vicinity of the site and reviews the accessibility of the proposed development by these modes.

2.2 Pedestrian Network and Facilities

2.2.1 The site is located in an area with an established network of footways and pedestrian facilities. Due to its central London location, numerous public transport services and amenities can be accessed on foot. Details of the existing pedestrian infrastructure on each of the roads surrounding the site are provided below.

2.2.2 The key pedestrian desire lines are expected to be the footways of St Thomas Street and Borough High Street as they will provide access from the site to the nearest facilities for public transport. Another key pedestrian desire line is expected to be between the proposed development and the new London Underground exit proposed to be located adjacent to the proposed development's public square.

St Thomas Street

2.2.3 St Thomas Street provides footways on both sides of its carriageway. The width of the footways varies between 2m (near the junction with Borough High Street) to 5m (in the vicinity of London Bridge Station and Weston Street).

2.2.4 A signalised pedestrian crossing facility is located on St Thomas Street, near the junction with London Bridge Street and Bedale Street. The crossing is provided with tactile paving on the footways on both sides of the carriageway and zig-zag road markings.

2.2.5 Signalised pedestrian crossings are also located at the junction with Borough High Street and outside the entrance to London Bridge Station. Both crossings are provided with tactile paving on the footways on both sides of the carriageway. The footways of St Thomas Street are well lit as they are provided with light columns at regular intervals.

Borough High Street

2.2.6 Borough High Street provides footways on both sides of the carriageway. The footways are generally wide and provide a minimum width of approximately 3m.

- 2.2.7 Signalised pedestrian crossings are located on each arm of the four-arm junction between Borough High Street, St Thomas Street and Bedale Street. Signalised crossings are also provided at the junction between Borough High Street and Southwark Street, at the junction between Borough High Street and London Bridge Street and at the junction between Borough High Street and Duke St Hill.
- 2.2.8 The footways of Borough High Street are well lit as they are provided with light columns at regular intervals.

King's Head Yard and White Hart Yard

- 2.2.9 King's Head Yard is accessible from the south-eastern side of Borough High Street and provides narrow footways (approximately 1m-1.5m wide) on both sides of the carriageway.
- 2.2.10 White Hart Yard is also accessible from the south-eastern side of Borough High Street and offers very limited footway provision. The road is very lightly trafficked and is effectively used as a shared surface with pedestrians utilising the whole width of the yard and having priority over vehicles.

PERS Audit

- 2.2.11 A Pedestrian Environment Review System (PERS) Audit of the existing pedestrian network in the vicinity of the site has been undertaken.
- 2.2.12 It is noted that the local pedestrian environment will be undergoing changes as a result of the proposed development's public realm and TfL's proposals for St Thomas Street. Therefore, the pedestrian environment in the vicinity of the site by the time the proposed scheme is completed and operational will be different to the one currently in place. Notwithstanding this, the PERS audit was requested by TfL and LBS during pre-application discussions. The audit has been undertaken by Transport Research Laboratory (TRL).
- 2.2.13 A PERS audit has been undertaken of the existing pedestrian network surrounding the site including the area immediately south of London Bridge and around London Bridge Station.
- 2.2.14 It is noted that the local pedestrian environment will be undergoing changes as a result of the proposed development's public realm and also TfL's proposals for St Thomas Street. Therefore, the pedestrian environment in the vicinity of the site

by the time the proposed scheme is completed and operational will be different to the one currently in place.

2.2.15 Crossing points were also assessed and all were given a good or acceptable score with the exception of the diagonal crossing on Borough High Street.

2.2.16 The audit shows that at present, a number of links achieved a red rating which indicates a poor level of provision. These include on the southern side of St Thomas Street, on the southern side of Borough High Street outside of the site, on White Hart Yard and on King's Head Yard. The links have been scored based on several parameters with the worst scoring parameters being poor maintenance, user conflict, colour contrast, tactile information and permeability. It is noted that this is the existing situation and the proposed development includes proposals which would improve the existing situation. The new entrance to the London Bridge Underground Station means that pedestrian conditions on St Thomas Street and Borough High Street are expected to improve as pedestrians divert through the site:

- In respect of St Thomas Street, this will be subject to improvements as part of TfL's proposals and would be expected to provide good level of pedestrian provision once implemented.
- In respect of King's Head Yard, this will become a largely car-free pedestrian route and will be adjacent to the new public square as part of the development proposals significantly enhancing this link.
- With regard to White Hart Yard, the proposed development is not expected to add any additional pedestrians onto the yard and the pedestrian enhancements and new connection through the site seek to encourage pedestrians to divert from this link. Additionally, the audit assumed that pedestrians are limited to the limited footway provision on the yards whereas in reality, pedestrians are observed utilising the whole width with the yards operating as informal shared surfaces.

Access to local amenities

2.2.17 Given the site's central London location, there is a wide range of amenities and facilities within a walking distance. Additionally, the proposed development provides a mixed-use scheme meaning that a number of amenities will be

available directly within the site for the benefit of the employees and the wider public. Table 2.1 sets out a range of amenities within 500m of the proposed development.

Table 2.1 – Amenities within 500m

Amenity	Nearest Facility/Location
Food outlet	Cafes/restaurants on St Thomas Street and Borough High Street. Retail/restaurant provision within the proposed development itself.
Cash machine	Cash machines on Borough High Street.
Outdoor open space	Public squares directly within the proposed development.
Recreation or leisure facility for fitness or sport	Gym directly within the proposed development basement level.
Postal facility	Post office on Borough High Street.
Community facility	HUB space (D2) within the proposed tower.
Pharmacy	City Pharmacy on Borough High Street.
GP/Surgery	Guy's Hospital.
Childcare facility/school	The Arc Nursery, Crosby Row.

2.3 Cycle Network and Facilities

- 2.3.1 The site is located in close proximity to established cycle routes which provide access within the Borough and the wider area. Figure 3 shows the available network for cyclists and cycle facilities in the vicinity of the site including Cycle Superhighway 7 (CS7) and National Cycle Network Route 4.
- 2.3.2 Additionally, Weston Street and Bermondsey Street are located to the east of the site and are identified by TfL on their cycle maps as routes '*signed or marked for use by cyclists on a mixture of quiet or busier roads*'. Tooley Street (north to the site) has been labelled in the same way.
- 2.3.3 Newcomen Street, Snowsfields and Crosby Row are local roads located to the west of the site which feature on the TfL cycle map as '*quieter roads recommended by other cyclists*'.
- 2.3.4 Cycle parking facilities are provided throughout St Thomas Street in the form of Sheffield Stands. A cycle hire docking station is located on Tooley Street,

approximately 400m (4-5 minute walk) to the north of the site. The docking station provides access to 20 bicycles.

- 2.3.5 Southwark Bridge Road is located to the west of the site and is part of Cycle Superhighway 7. The superhighway extends by approximately 13.7km (an approximate 45 minute cycle) and connects City, Southwark, Lambeth, Wandsworth and Merton.
- 2.3.6 Tooley Street forms part of the National Cycle Network Route 4, a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St Davids.
- 2.3.7 Given the above, it can be seen that the site is well located to the local cycle network.

2.4 Public Transport Accessibility Level

- 2.4.1 The industry standard accessibility indicator for London, the Public Transport Accessibility Level (PTAL) rating, has been used to identify the level of accessibility the site has to the local public transport network.
- 2.4.2 The site has been identified as being located in an area with a PTAL rating of 6b (the highest), indicating an excellent level of public transport accessibility.

2.5 Local Bus Services

- 2.5.1 The local area is served by several bus routes. London Bridge Bus Station is located within a 200m walking distance (2-3 minute walk) to the north of the site and provides access to bus stops 'B', 'C' and 'D'. Bus stop 'B' provides access to routes 521 and N343. Bus stop 'C' provides access to routes 43 and 141. Bus stop 'D' provides access to routes 149, N21 and N343.
- 2.5.2 Bus stops 'S' and 'R' are located on Duke St Hill within a 300m walking distance (3-4 minute walk) to the north of the site. Both bus stops are served by routes 47, 343, 381, N381 and RV1. Bus stop R is also served by route N199.
- 2.5.3 Bus stops 'M' and 'Y' are located on Borough High Street within a 320m walking distance (3-4 minute walk) to the north of the site. Bus stop 'M' is served by routes 17, 21, 35, 40, 43, 47, 48, 133, 141, 149, 344 and N21. Bus stop 'Y' is served by routes 17, 21, 35, 40, 47, 48, 133, N21, N133 and N199.

- 2.5.4 There are two bus stop located outside of The Hop Exchange on Southwark Street within a 250m walking distance (2-3 minute walk) to the west of the site. These bus stops are served by routes 344, 381, N343, N381 and RV1.
- 2.5.5 Bus 'Southwark Street' is located on Borough High Street within a 280m walking distance (2-3 minute walk) to the south-west of the site. The bus stop provides access to routes 21, 35, 40, 133, 343, N21, N133, and N343. Bus stop 'G' is located on Borough High Street within a 400m walking distance (4-5 minute walk) to the south-west of the site and is served by the same bus routes as bus stop 'Southwark Street'.
- 2.5.6 Bus stop 'BD' is located on Southwark Bridge Road within a 580m walking distance (5-7 minute walk) to the west of the site. The bus stop is served by route 344. A summary of the local bus services is provided in Table 2.2.

Table 2.2 - Summary of Local Bus Services

Bus Route	Stop Location	Destination	Monday – Friday		Saturday	Sunday
			AM Peak	PM Peak		
48	Y	London Bridge	6	6	6	5
	M	Walthamstow Bus Station	6	6	6	5
343	S / Southwark Street	New Cross / Jerningham Road	7	7	8	6
	R / G	City Hall	8	8	8	6
21	Y / Southwark Street	Molesworth Street	9	9	8	5
	M / G	Newington Green	9	9	8	5
17	Y	London Bridge	7	7	6	4
	M	Archway Station	8	8	6	4
40	M / G	Duke's Place	8	8	6	4
	Y / Southwark Street	Dulwich Library	7	7	6	4
35	M / G	Shoreditch	6	6	6	4
	Y / Southwark Street	Clapham Junction Station / Falcon Road	6	6	6	4
381	S / The Hope Exchange	County Hall	6	6	6	5
	R / The Hop Exchange	Peckham Bus Station	6	6	6	5
344	M / The Hop Exchange	Appold Street	8	8	6	7
	BD	Clapham Junction Station	8	8	7	7
RV1	R / The Hop Exchange	Tower Gateway Station	4	3	3	3
	S / The Hop Exchange	Covent Garden / Catherine Street	4	3	3	3
521	B	London Bridge Station	20	20	-	-
	B	Waterloo Station / Mephram Street	21	23	-	-
141	C	London Bridge Station	8	8	8	5
	C / M	Tottenham Road	8	8	7	6
149	London Bridge Station	London Bridge Station	11	9	8	7
	A / M	Edmonton Green Bus Station	11	9	7	7
43	C	London Bridge Station	11	11	9	7
	C / M	Halliwick Park or Archway Station	11	11	7	6
47	S / M	Shoreditch	6	6	5	3
	R / Y	Catford Garage	5	5	5	3
133	M / G	Great Winchester Street	11	11	7	4
	Y / Southwark Street	Streatham Station	11	11	8	4
Total			257	253	182	138

2.6 London Underground

2.6.1 This section summarises the London Underground services available from London Bridge Underground Station.

2.7 London Underground Services

2.7.1 The site is located approximately 50m from the Borough High Street entrance to London Bridge Underground Station. The Station is served by the Jubilee Line, which provides services towards Stratford and Stanmore and the Bank branch of the Northern Line, which provides services towards High Barnet, Mill Hill East, Edgware and Morden. Table 2.2 shows the peak hour frequencies at London Bridge Underground Station.

Table 2.3 – Services & Frequencies from London Bridge Underground Station

Service	Direction	Monday – Friday		Saturday	Sunday
		0800-0900	1700-1800		
Jubilee Line	Westbound	30	30	24	24
	Eastbound	30	30	24	24
Northern Line	Northbound	25	23	20	20
	Southbound	23	23	20	20

2.7.2 Table 2.3 indicates that London Bridge Underground Station provides 30 Jubilee Line services and a minimum of 23 Northern Line services in both directions during the weekday AM and PM peak hours. Over Saturday and Sunday, the Station provides 24 hourly Jubilee Line and 20 hourly Northern Line services in both directions throughout the day.

2.7.3 Planning capacity figures obtained from TfL indicate that each Jubilee Line train has a planning capacity of 960 passengers. Based on the AM Peak frequency of 30 trains per hour per direction there is a planning capacity of 28,800 passenger per hour per direction (pphd) on the Jubilee Line. With regard to the Northern Line, each train is shown to have a planning capacity of 800 passengers and therefore capacity of 20,000 pphd in the northbound direction in the AM peak and 18,400 in the southbound direction. In the PM peak the capacity is 18,400 pphd in each direction.

2.7.4 Additionally, it is understood that there are proposals to enhance the capacity of the Jubilee Line and the Northern Line by increasing the peak hour frequencies

to 36 and 30 services per hour respectively although at present there are no confirmed timescales for the implementation of this.

2.8 National Rail

2.8.1 London Bridge National Rail Station provides services operated by Southern and Southeastern Rail and Thameslink. The Station provides services from Charing Cross to southeast London, Kent and East Sussex as well as destinations towards South East England.

2.8.2 Table 2.4 presents the peak hour frequencies of National Rail services departing from London Bridge National Rail Station. These include through trains heading north (Thameslink) or terminating / leaving London Charring Cross or Cannon Street as well as the services to the south, to destinations in Sussex, Kent and Surrey.

Table 2.4 - Services & Frequencies from London Bridge National Rail Station

Destination	Monday – Friday	
	0800-0900	1700-1800
Bedford and northern destinations	11	13
Other London Terminating Stations	53	29
Sussex, Kent and Surrey	57	71
Total	121	113

2.8.3 As can be seen, there is a high number of services available from London Bridge with 121 and 113 individual trains in both directions during the AM and PM peak hour respectively.

2.9 River Taxi

2.9.1 The London Bridge City Pier is located approximately within a 550m walking distance (5-7 minute walk) to the north-east of the site. It is served by routes RB1, RB1X, RB2 and RB6.

2.9.2 RB1 and RB1X provide services between Westminster and North Greenwich. RB1 operates daily whereas RB1X provides additional services on the weekend. RB2 operates daily and provides services between Battersea Power Station and London Bridge City. RB6 provides services between Blackfriars to Canary Wharf on weekday mornings and evenings only.

2.9.3 The river services during the AM, PM and weekend peak hours are summarised below.

Table 2.5 – River Taxi Services

Service	Destination	AM Peak	PM Peak	Saturday	Sunday
		0800–0900	1700–1800		
RB1	Westminster	3	1	2	2
	North Greenwich	2	3	2	2
RB1X	Westminster	-	-	2	2
	North Greenwich	-	-	2	2
RB2	Battersea Power Station	-	-	2	2
	London Bridge City	-	-	2	2
RB6	Blackfriars	2	3	-	-
	Canary Wharf	3	1	-	-

2.10 Car clubs

2.10.1 The nearest 'Car Club Only' bay provided by Zipcar is located on Tooley Street, within a 280m walking distance (3-4 minute walk) to the north-east of the site. The bay provides access to two vehicles. The vehicles available at this location are a Ford Zipcar Logo Focus and a Hyundai Zipcar Logo i30. A second 'Car Club Only' bay operated by Zipcar is located on Weston Street within a 400m walking distance (4-5 minute) to the south-east of the site.

2.10.2 Zipcar offer special business accounts to commercial users.

3 EXPECTED TRAVEL PATTERNS

3.1.1 The expected modal split for the employees of the proposed development is provided in Table 3.1. This has been established with reference to the most recent 2011 travel to work Census data for daytime population (i.e. journeys into the area) with adjustments made to account for the car-free nature of the proposed development. Full details regarding the trip generation methodology and assumptions are set in the Transport Assessment which accompanies this planning application.

Table 3.1 – Expected Modal Split

Mode		Modal Split %
Sustainable	Underground	28.2%
	Train	48.4%
	Bus	10.2%
	Bicycle	5.6%
	On foot	5.1%
Sub-total		97.5%
Other Modes	Car	0.0%
	Taxi	0.2%
	Motorcycle	1.5%
	Passenger in a car	0.4%
	Other	0.3%
Sub-total		2.5%
Grand Total		100.0%

3.1.2 As can be seen from Table 3.1, the majority of the trips would be expected to be undertaken by public transport with train and the Underground making up approximately 77% of all trips. Given the lack of car parking at the proposed development (other than 2 disabled bays) and the on-street parking restrictions, no car trips associated with staff travel are expected.

3.1.3 It should be noted that the above modal split is provisional and will be recalculated once a baseline travel survey has been undertaken.

4 AIMS, OBJECTIVES AND TARGETS

4.1.1 This section outlines the aims, objectives and the proposed targets for the ITP.

4.2 Aims and objectives

4.2.1 The key aim of this ITP is to encourage staff and visitors to travel to and from the site using sustainable modes. As there will be no general car parking at the proposed development, the travel patterns have already been influenced ensuring the sustainability of the site. Therefore, the main objectives of this ITP are to:

- Raise awareness of sustainable modes of travel available in the vicinity of the site.
- Achieve and maintain the predicted sustainable travel patterns to and from the development.
- Encourage the users of the site to move up within the sustainable transport hierarchy (e.g. from public transport to cycling and/or walking).

4.3 Targets

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

4.3.2 Given that there will be no car parking at the site, the main focus of the ITP will not be about reducing the car mode share but instead the ITP will focus on increasing the mode share of cycling and walking.

4.3.3 The provisional targets for years, one, three and five are provided in Table 4.1.

Table 4.1 - Target Modal Split (provisional)

Mode	Baseline Mode Split	Interim Mode Split (Year 1)	Interim Mode Split (Year 3)	Target Mode Split (Year 5)
Bicycle	5.6%	7%	10%	12%
On Foot	5.1%	6%	7%	8%

4.3.4 It should be noted that the above targets are provisional and that they should be updated in line with the results of the baseline survey and subsequent travel

surveys undertaken at years 1, 3 and 5. The Travel Plan will be reviewed after each travel survey at which point if targets have not been achieved, amendments will be agreed between LBS and the Travel Plan Co-ordinator (TPC).

5 PROPOSED MEASURES

5.1.1 This section sets out a range of measures that will be implemented at the proposed development. These include initiatives that focus on ensuring that employees are made aware of all sustainable travel options to them.

5.2 Provision of travel information

5.2.1 Informing future employees of the range of travel choices available to them and providing them with information on the available facilities within the development will be an important part of the Travel Plan.

Travel Information Pack

5.2.2 Each commercial tenant will be provided with an Information Pack upon occupation of the development for distribution to their staff. The packs would be expected to include the following:

- Information on the aims and objectives of the ITP, for example the environmental and health benefits of walking and cycling.
- Information on travel planning website and phone apps such as TfL, DfT journey planners and CityMapper to raise awareness of transport options, and alternatives in case of delays or cancellations.
- Information on service delay refunds.
- Information on services and amenities provided locally.
- Information on the cycle parking facilities, showers and lockers available at the proposed development along with the details on how these can be accessed.
- TfL cycle route maps relevant to the local area which provides details of cycle routes and locations of the Santander Cycle Hire docks.
- Thames Clipper river taxi maps and timetables.
- London Underground and bus service maps and timetables.

5.3 Initiatives to encourage walking cycling

5.3.1 Walking and cycling are considered the most important modes at a local level, being sustainable and healthy. As noted previously, information on the health

benefits of walking and cycling as well a map showing the accessible areas by these modes, will be provided within the Information Pack. Employees will also be made aware of the cycle tools available within the TfL journey planner.

5.4 Cycle parking and facilities

- 5.4.1 The proposed development aspires to provide an exemplary cycle storage and changing facility.
- 5.4.2 Facilities for cyclists are divided into long stay and short stay across the various users types on site, as per LBS and TfL's policies. Showers and lockers are also provided and located within easy reach of the cycle parking.
- 5.4.3 Cycle parking spaces and associated shower and locker provisions have been allocated across ground level and Basement Level 1. Short stay Sheffield stand parking has been provided at ground level and a mixture of double stacking racks, Sheffield stands and folding bike lockers are proposed at Basement Level 1 in secure access zones.
- 5.4.4 In total, the proposed development will provide 1,322 cycle spaces. Of these, 1,031 spaces will be for long-stay parking for the use of the staff with the remainder 291 spaces being allocated as short-stay spaces for visitors/customers.
- 5.4.5 Access to the basement for cyclists with bikes is provided from King's Head Yard via a combined cycle stair ramp with a special conveyor system to assist. This is wide enough to allow two people to pass on the stairs. A dedicated shuttle lift will allow cyclists to return to reception once bikes have been stored.

5.5 Bike2Work Scheme

- 5.5.1 As part of the information provided to the tenants, they will be provided with details on the Government's scheme aimed at encouraging people to purchase a bicycle to commute to work. The scheme allows people to purchase bicycles with a discount of up to 40% by not paying tax on their salary used to purchase the bicycle.

5.6 Cycle to work day

- 5.6.1 The Travel Plan Co-ordinator (TPC) could organise a cycle to work day as part of a sustainable travel week to encourage more cycle use. The feasibility of providing a free bikers' breakfast will also be explored.

5.7 Provision of showers and lockers

- 5.7.1 Staff will have access to a wellness facility located at basement level including 70 showers and 447 lockers.

5.8 Reducing the need to travel

- 5.8.1 Similar to many office developments, it is anticipated that it will be feasible for a proportion of employees to work from home for some of the working week reducing the need to travel. It is noted that this is dependent on the role of the employees and the flexibility of the businesses they work within. Additionally, an increased number of employees allow for staff to work flexibly allowing for travel outside of either the morning and/or the evening peak hour minimising the impact on the transport infrastructure.

5.9 Initiatives to encourage public transport use

- 5.9.1 The Information Packs will provide detailed information on the public transport services available from the site, including river services, which will include route maps. Information on the TfL online journey planner and live bus stop tracking websites and smartphone applications will also be provided.

5.10 Measures for visitors/customers

- 5.10.1 The websites of tenants are likely to provide the main portal of information about access to the site. The websites are expected to include directions to the development including the various transport modes available.
- 5.10.2 The excellent public transport accessibility of the development and the lack of parking development are likely to have the greatest influence on travel choices of the visitors/customers.

6 MANAGEMENT AND MONITORING

6.1 Travel Plan Co-ordinator

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the site management company prior to first implementation of the development to be responsible for implementing, managing and promoting the Travel Plan. The TPC is expected to be a member of the site management team. The general responsibilities of the role will include:

- Being available as a first point of contact for the building tenants to discuss transport issues;
- Liaising with the local planning and highway authorities;
- Providing Travel Information Packs for distribution to tenants;
- Facilitating and be responsible for the monitoring of the ITP which will include undertaking surveys and preparing monitoring reports; and
- Maintaining all necessary systems, data and paperwork.

6.1.2 The amount of time required to undertake the duties associated with the ITP will vary depending on the specific task. However, the TPC will allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of necessary systems, data and paperwork.

6.2 Monitoring

6.2.1 The monitoring regime for the proposed office has been determined with reference to the requirements set out by TfL's guidance. Given the scale of the proposed development, the Travel Plan will need to be monitored by means of TRICS compliant monitoring surveys.

6.2.2 Therefore a TRICS compliant travel survey will be undertaken when 75% of the development has been occupied. This will ascertain the baseline travel patterns and help set travel mode split targets.

6.2.3 The monitoring surveys will be commissioned by the TPC and will take place in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the targets and produce a monitoring report which will be submitted to LBS for input into TRICS.

6.3 Action Plan

- 6.3.1 This section includes a check list of the proposed measures detailing who will be responsible for ensuring that the actions identified in previous sections are delivered. The Action Plan for the proposed development is included in Table 6.1.

Table 6.1- Action Plan

Objective	Measures/Actions	When	By Whom	For the benefit of	
				Staff	Visitors
<u>Objective 1</u> * Raise awareness of sustainable modes of travel available	Appoint named Travel Plan Co-ordinator	Prior to first occupation	Developer	✓	
	Provide Information Packs.	When tenants move in	TPC	✓	
<u>Objective 2 & 3</u> * Maintain the predicted sustainable travel patterns to and from the development; * Encourage users to move up within the sustainable transport hierarchy	Provide secure cycle parking.	As part of proposals	Developer	✓	✓
	Provide a wellness facility including showers and lockers.	As part of proposals	Developer	✓	
	Provide information on the Government's Bike2Work scheme	On full occupation	TPC	✓	
* Ensure Travel Plan is monitored and targets are being met	Undertake a baseline survey.	Once 75% of development is occupied	TPC	✓	✓
	Undertake TRICS compliant survey and prepare monitoring reports	Years 1, 3 and 5	TPC	✓	✓

7 SECURING, ENFORCEMENT AND FUNDING

7.1 Securing

- 7.1.1 The future Travel Plan is expected to be secured through a condition of planning permission or an obligation to the Section 106 agreement. This document sets out the form of the Travel Plan and indicates the programme of monitoring that should be undertaken.

7.2 Enforcement

- 7.2.1 The future Travel Plan will be reviewed after five years at which point, if targets have not been achieved, amendments will be agreed between LBS and the TPC.

7.3 Remedial measures

- 7.3.1 As discussed above, following the baseline survey, monitoring will take place after 1, 3 and 5 years of occupation and targets will be assessed and adjusted accordingly to achieve the desired objectives. However, if the 5th year monitoring report concludes that the set targets have not been met, the applicant will fund an updated and more comprehensive travel information pack and enhance promotional measures to encourage staff to take part in the initiatives set out in the Travel Plan.

7.4 Funding

- 7.4.1 The applicant will fund the future Travel Plan for the initial five year period, including the costs related to monitoring surveys and reports.

8 BREEAM COMPLIANCE

8.1.1 Table 8.1 shows the BREEAM criteria and the sections of the Travel Plan that addresses them.

Table 8.1 – BREEAM Criteria and Compliance

No.	Item	Located in Travel Plan/ Comments
1	A Travel Plan has been developed as part of the feasibility and design stages.	Yes - See paragraph 1.4.4.
2	Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified.	Not applicable, the scheme is a complete redevelopment of the existing site providing a different offer in terms of public realm in and around the site and high quality cycle parking facilities, shower and lockers.
	Travel patterns and transport impacts of future building users.	See section 3 – Expected Travel Patterns.
	Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children).	See Sections 2.2 and 2.3.
	Disabled access (accounting for varying levels of disability and visual impairment).	The landscape design has been coordinated such that easy mobility impaired user access is maintained throughout the site. Level access is provided to office and retail space within Keats House and also a lift has been provided to allow for inclusive access to all floors. Within the Georgian townhouses, there is a level access to the retail space from at rear from the New Yard. Given that the building is Grade Two Listed the existing stepped entrance on St Thomas Street is being preserved. Within the proposed tower, lift access is provided to all office floor levels. All retail units within the tower have level access at ground floor. Accessible cyclists will have use of the goods lift to the south-east end of the site to gain access to the cycle provisions in the basement. See also the Design and Access Statement for further details and which refers to accessibility, social inclusion and safety.
	Public transport links serving the site.	See Section 2.6.
	Current facilities for cyclists.	The proposed development will provide cycle parking, showers and lockers which meet BREEAM standards – See paragraph 5.4 and 5.7.
3	The travel plan includes a package of measures to encourage the use of	Section 5 for proposed measures.

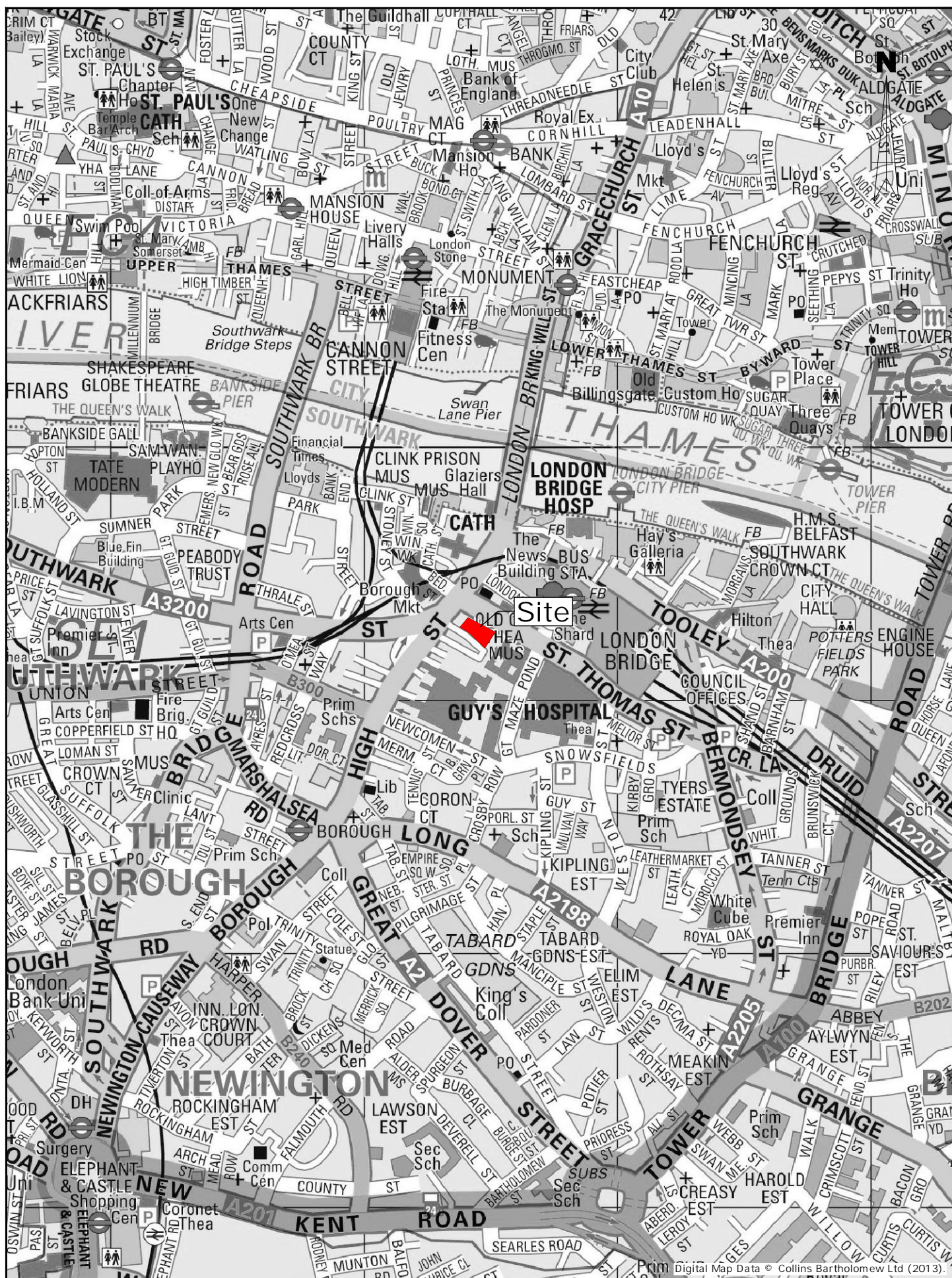
	sustainable modes of transport and movement of people and goods during the buildings operation and use.	
4	If the occupier is known, they must be involved in the development of the Travel Plan	Occupier is unknown at present.
5	Confirm that the travel plan will be implemented post construction and supported by the buildings management in operation.	The TPC will be responsible for implementing, managing and promoting the travel plan to occupiers – see section 6. This will be secured by a relevant planning condition or obligation under S106.

8.1.2 To satisfy the requirements of Table 7.1 of the Travel Plan assessment criteria Table 2.1 of this report is replicated below.

Amenities within 500m

Amenity	Nearest Facility/Location
Food outlet	Cafes/restaurants on St Thomas Street and Borough High Street. Retail/restaurant provision within the proposed development itself.
Cash machine	Cash machines on Borough High Street.
Outdoor open space	Public squares directly within the proposed development.
Recreation or leisure facility for fitness or sport	Gym directly within the proposed development basement level.
Postal facility	Post office on Borough High Street.
Community facility	HUB space (D2) within the proposed tower.
Pharmacy	City Pharmacy on Borough High Street.
GP/Surgery	Guy's Hospital.
Childcare facility/school	The Arc Nursery, Crosby Row.

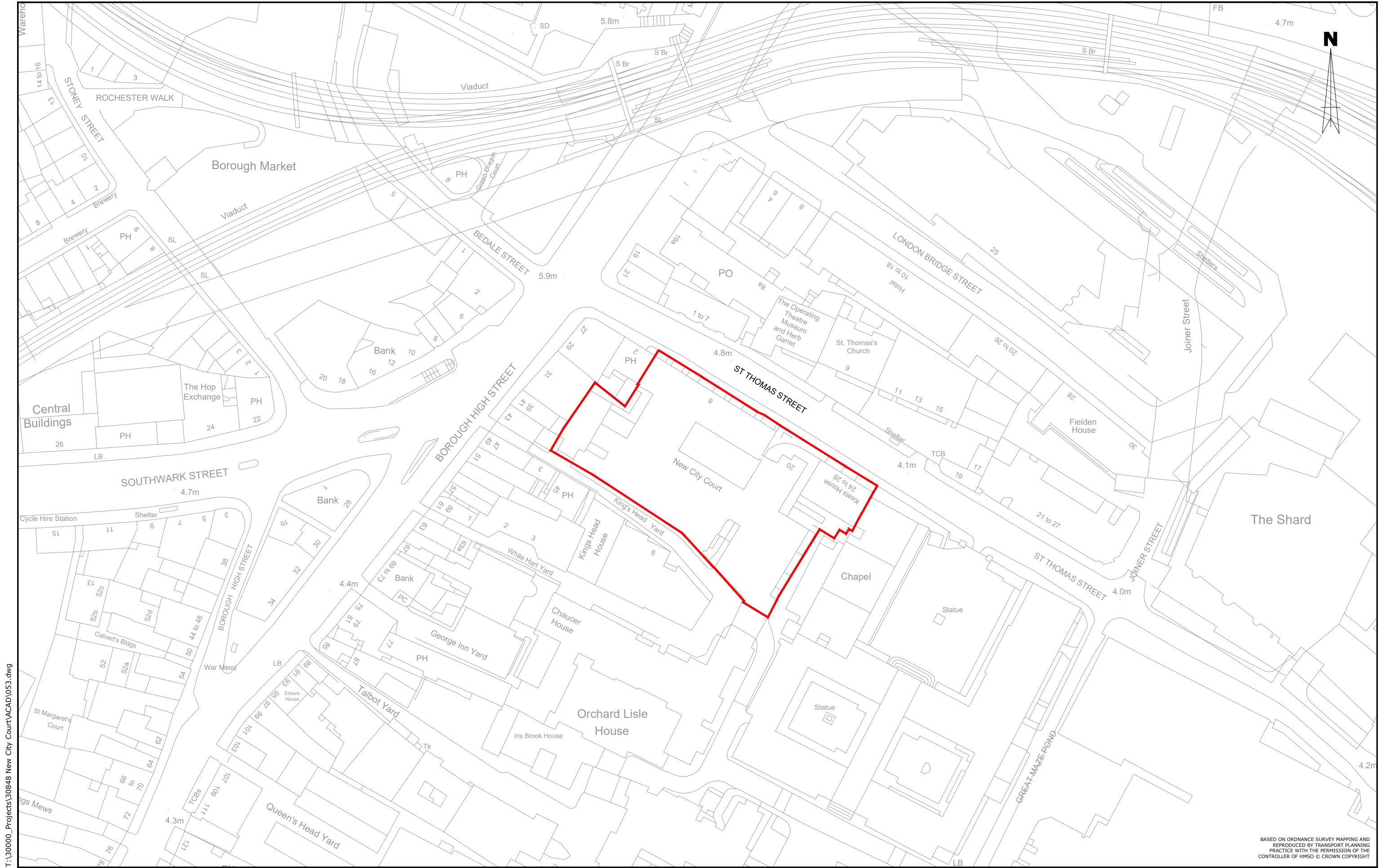
Figures



Prim Digital Map Data © Collins Bartholomew Ltd (2013).

Site location plan

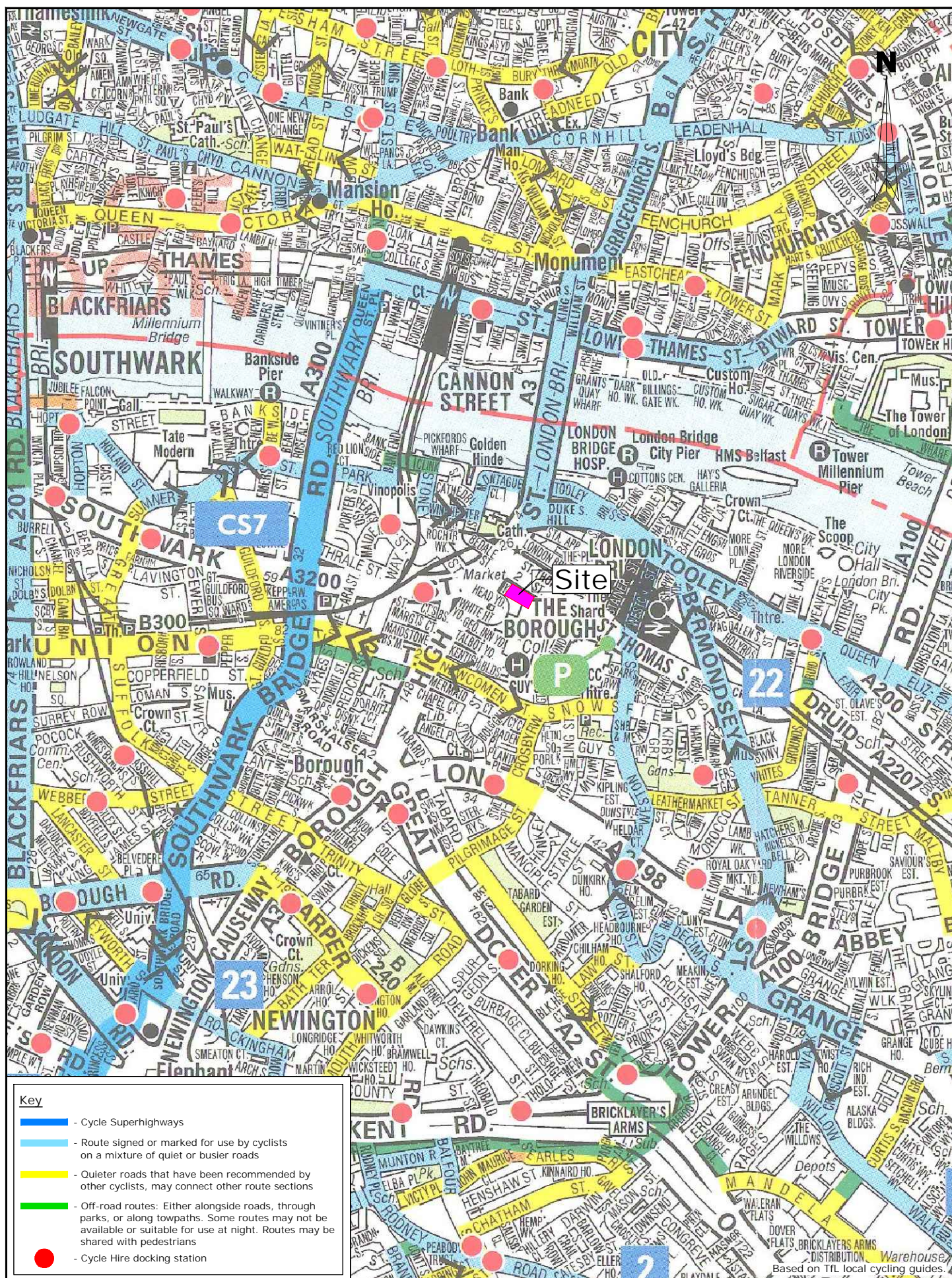
Figure 1



Site Boundary Plan

Figure 2

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Local cycle network

Figure 3