

TRIBE AVONMOUTH HOUSE LIMITED

AVONMOUTH HOUSE, AVONMOUTH STREET

FRAMEWORK TRAVEL PLAN

REPORT REF.

2102760-07

October 2021

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	MRH	BS	DRAFT	08.06.2021
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DH

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1. Introduction

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by TRIBE AVONMOUTH HOUSE LIMITED to prepare a Framework Travel Plan (FTP) for submission with the planning application for the proposed redevelopment of Avonmouth House at 6 Avonmouth Street, London within the London Borough of Southwark (LBS).

Proposed Development Summary

- 1.2 The scheme proposals comprise:

"Demolition of existing building and structures and erection of a part 2, part 7, part 14, part 16 storey plus basement mixed-use development comprising 1733sqm (GIA) of space for Class E employment use and/or community health hub and/or Class F1(a) education use and 233 purpose-built student residential rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure."

- 1.3 This document should be read in conjunction with the Transport Assessment (TA) also prepared by ACE (**ACE Report Ref: 2102760-08**) which is submitted to accompany the planning application.

What is a Framework Travel Plan?

- 1.4 A FTP is suitable for mixed use developments comprising of one or more elements that exceed the typical TfL Travel Plan thresholds, or outline planning permission for which specific elements are not yet established.
- 1.5 This FTP is prepared with the aim of promoting the use of sustainable journeys to/from the site, promoting active modes such as walking and cycling, as well as public transport.
- 1.6 It is easier to promote modal shift and encourage a cultural change from using vehicles to sustainable modes of travel when journeys are regularly undertaken as timescales for transit is normally a barrier to users.
- 1.7 On this basis, the benefits of a FTP for this development will include:-
- provides information on local public transport services which reduces stress;
 - It encourages a healthy balance for site users;

Travel Plan**October 2021**

- It reduces commuting costs through using more sustainable modes not reliant upon car ownership; and
- It will encourage greater mobility by a range of modes of travel.

1.8 These benefits will therefore encourage the transition to sustainable and active modes of travel, and inform site users of suitable modes of travel given the car-free nature of the scheme that accommodates no general car parking provision.

Purpose of a Travel Plan

1.9 The purpose of this FTP is to provide a strategy through which journeys to and from the site are managed. This FTP provides a package of measures tailored to the needs of the site to promote more sustainable and active travel choices whilst also reducing the reliance on the private car. Travel Plans (TPs) are also introduced in order to:-

- Satisfy local and regional planning guidance;
- Reduce the amount of car parking required and therefore increasing the developable land; and
- Improves the value of the properties as it demonstrates the sites sustainability to the local area.

1.10 Whilst constructing each unique TP, issues relating to congestion, highway safety and car ownership are addressed in order to benefit both site users and the local environment.

Local Policy

1.11 In preparing this FTP, ACE has reviewed relevant national guidance including the National Planning Policy Framework (NPPF), Transport For London's (TfL's) document 'Travel Planning Guidance November 2013', The London Plan and the Mayor's Transport Strategy.

1.12 The NPPF states that a TP will be a key tool to:-

- Facilitate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movement;
- Minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of people with disabilities by all modes of transport.

1.13 As the proposals are for a mixed use scheme including student accommodation and commercial / health hub / education elements the provision of an overarching FTP is considered suitable to accompany the application, with separate full TPs able to be provided at a later date for each separate land use, as required.

1.14 In terms of targets, TfL's advice states that for TPs "it may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation."

Report Structure

1.15 Following this introduction, this report is structured as follows:-

- **Section 2.0** considers the existing situation, including proximity of the site to local services, pedestrian and cycle facilities and accessibility by public transport;
- **Section 3.0** considers the proposed development;
- **Section 4.0** sets out the predicted weekday peak hour trip generation/attraction by mode for the lawful and proposed uses;
- **Section 5.0** evaluates the aims and objectives of the document; and
- **Section 6.0** Investigates the proposed measures to encourage sustainable travel.

2. Existing Situation

Site Location

- 2.1 The application site is bound by Avonmouth Street to the north, south and east and existing mixed land uses fronting Newington Causeway to the west.
- 2.2 The area is a mix of commercial and residential with a large amount of office space in close proximity. There are also extensive food and leisure opportunities within easy walking distance. The site location is shown in **Plate 2.1** below and outlines the close proximity to day to day facilities including those at Elephant & Castle underground station.

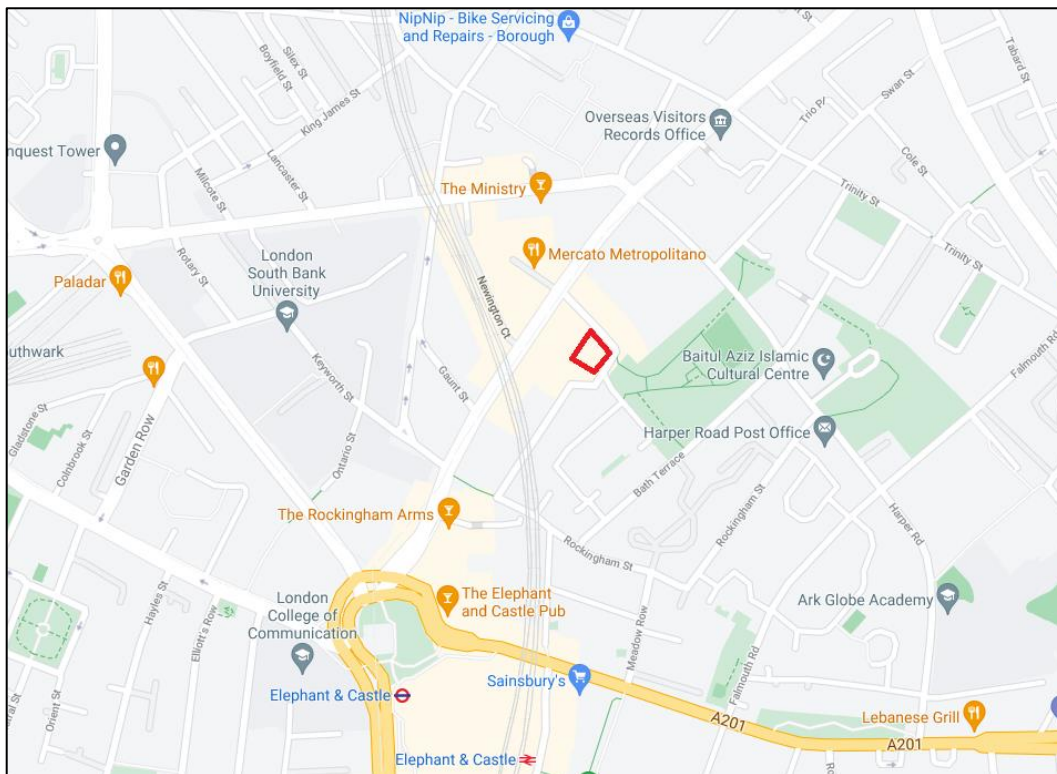


Plate 2.1: Site Location (Source: Google Maps)

Existing Site Use

2.3 The site currently comprises a conference centre with meeting rooms and other commercial uses.

Site Access

2.4 Access to the site is currently provided from Avonmouth Street to the northeast of the site. Vehicular access to 63-67 Newington Causeway is also via this access.

Plate 2.2 below shows the vehicular access.



Plate 2.2: Existing Access (Source: Google Maps)

Local Road Network

2.5 Avonmouth Street is a quiet side road providing access to the site and a number of commercial and residential properties. It benefits from extensive parking restrictions though some on street permit / pay and display parking is provided to the east of the site and to the west as the road wraps around the site. Pedestrian footways and street lighting are provided on both sides of the carriageway and it is subject to a 20mph speed limit. Traffic calming in the form of a raised table with surface treatment is located adjacent the eastern corner of the site where Avonmouth Wraps around the site.

2.6 Avonmouth Street connects with Newington Causeway at a priority T-junction to the north of the site and becomes known as Tiverton Street to the southwest after

wrapping around the site, which in turns connects with Rockingham Street further south.

Parking

- 2.7 The site is located within the Newington Controlled Parking Zone (CPZ) which operates between 08:30 and 18:30.

Walking

- 2.8 All surrounding roads include footways, street lighting and appropriate crossing facilities including a zebra crossing on Newington Causeway, immediately adjacent to the Avonmouth Street junction.
- 2.9 Dropped kerbs and tactile paving is available at junctions in the vicinity to assist pedestrian movements along key desire lines.
- 2.10 It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel for those who work and live in the area.

Cycling

- 2.11 There are good opportunities to cycle to/from the site as highlighted by the extract from opencyclemap.org in **Plate 2.4**.

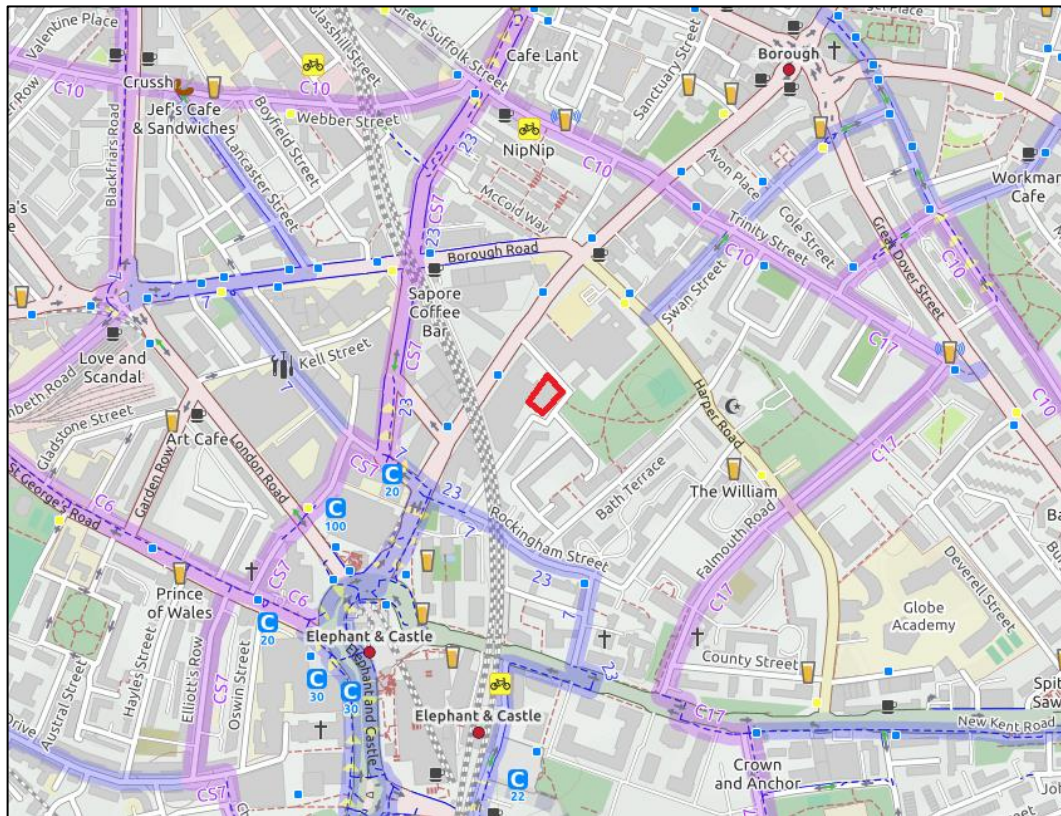


Plate 2.4: Local Cycle Routes (Source: Opencyclemap.org)

2.12 In addition to the routes shown above, the A3 Newington Causeway also benefits from bus lanes on both sides of the carriageway that can be used by cyclists. Cycle superhighway 7, which connects Clapham with the City of London, passes the site approximately 400 metres to the west and provides convenient connections to other TfL cycling infrastructure including Cycle Superhighway 3.

2.13 The TfL Web-based Connectivity Assessment Toolkit (WebCAT), system incorporates a Time Mapping (TIM) function to demonstrate the accessibility of a site to the wider area by outlining travel contours for travel by sustainable modes including by cycle or public transport.

2.14 The TIM output for cycle journeys has been considered, showing 15-minute journey contours for journeys to the site during the AM peak and this confirms that the site is within a short cycle of a significant area, as shown in **Plate 2.5**.



< 15 mins 15 - 30 mins 30 - 45 mins

Plate 2.5: TIM Data – Cycling Contours

Public Transport

PTAL

2.15 The PTAL rating of the site has been derived using TfL's WebCAT data. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as underground & rail services accessible from stations within a 960m walk distance.

2.16 The PTAL is measured on a scale of 1a to 6b where 1a is the lowest and 6b is the highest. The site has a PTAL of 6b, which is classified as 'excellent'.

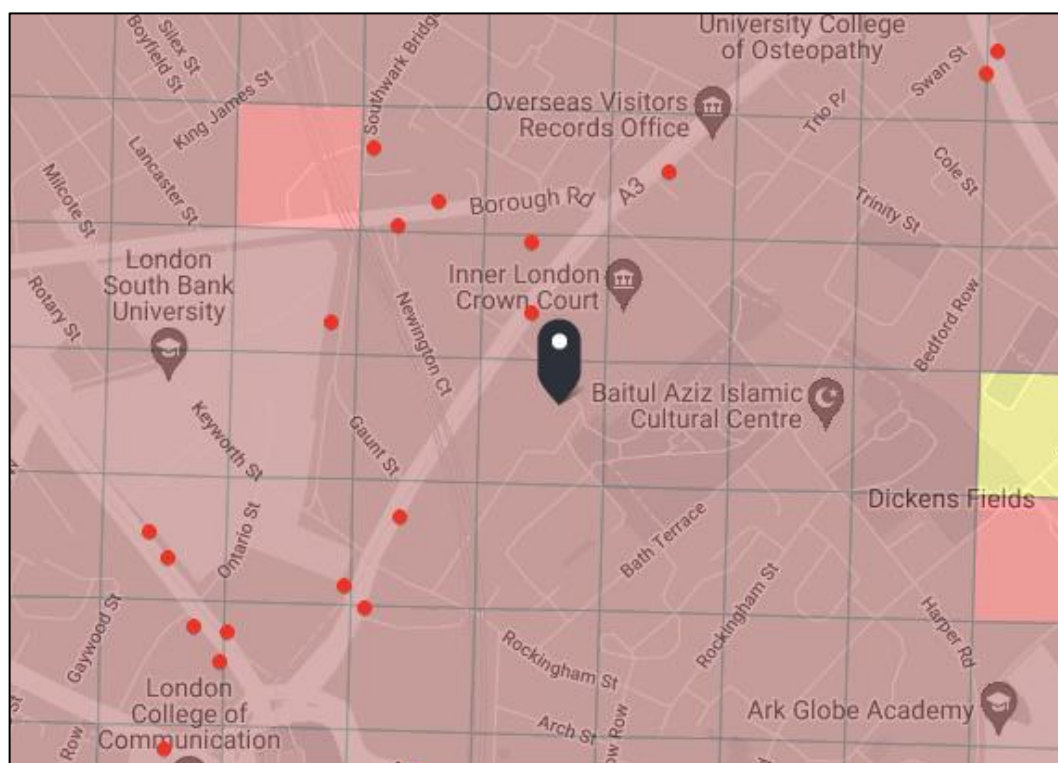


Plate 2.6: WebCAT PTAL Analysis Mapping

Bus

2.17 High frequency bus services are available from the bus stops located immediately adjacent the Avonmouth Street / Newington Causeway Junction. These stops are known as the Inner London Crown Court stops and are served by the 35, 133, 343 and C10 services, as well as the N133 and N343 night bus services.

Table 2.3: Summary of Bus Frequencies and Distance from Site

Route No.	Route Description	Peak Frequency (Buses per Hour)
35	Clapham Junction Station / Falcon Road – Shoreditch	8-11
133	Stretham Station – Liverpool Street Station	7-12
343	Aldgate Station – New Cross / Jerningham Road	6-9
C10	Canada Water Bus Station – Victoria Station / Grosvenor Gardens	8-9
N133	Morden Station – Liverpool Street Station	3 (Night bus)
N343	Trafalgar Square / Charing Cross Stn – New Cross / Jerningham Road	2 (Night bus)

Rail

- 2.18 Elephant & Castle Underground Station is located approximately 400 metres walk to the southwest of the site. It is located on the Bank branch of the northern line with a typical off-peak frequency of 20 trains per hour in each direction. It is also the terminus of the Bakerloo line with approximately 14 trains arriving and departing per hour.
- 2.19 Elephant & Castle National Rail Station is located approximately 650 metres to the southwest of the site. It provides services to London Blackfriars, Kentish Town, St Albans City, Sevenoaks and Sutton amongst others.
- 2.20 The TIM output for public transport journeys has also been considered showing 15-minute journey contours for journeys to the site during the AM peak using bus, underground & rail services available locally (**Plate 2.7**).

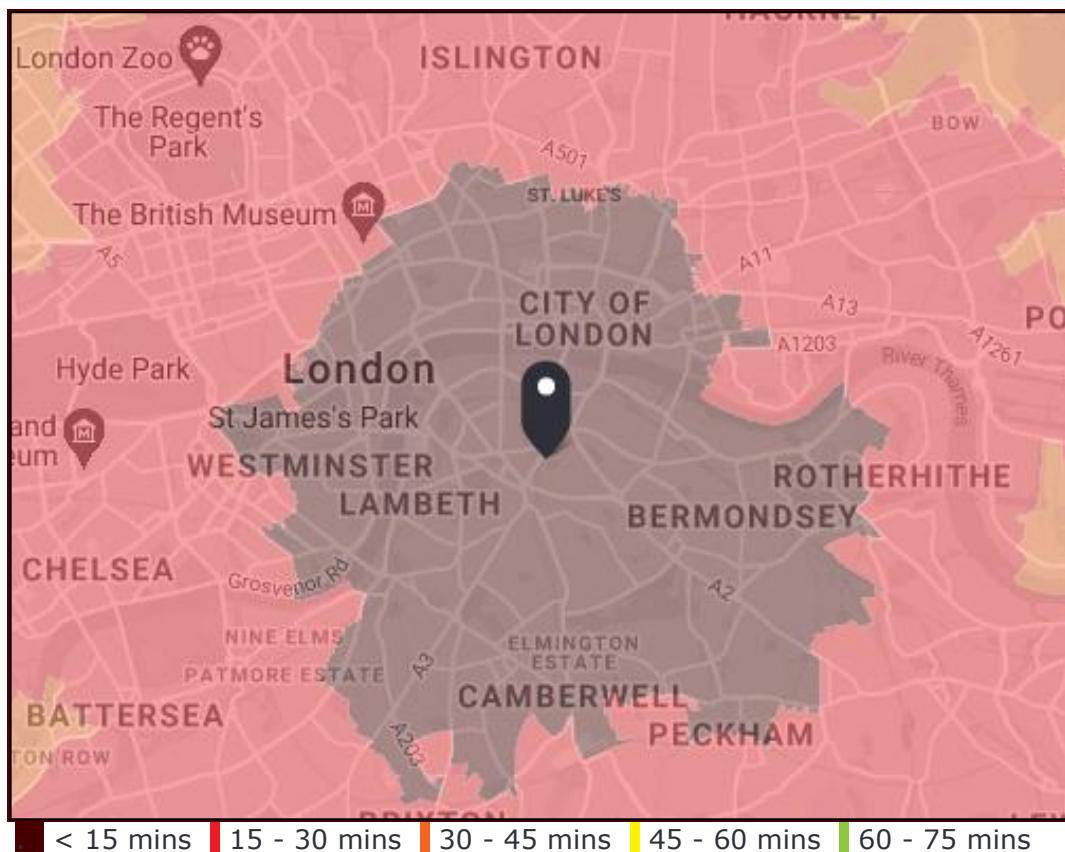


Plate 2.7: TIM Output – Public Transport Contours

Local Car Clubs

- 2.21 Within the local area there are three permanent car club bays under operation by Enterprise Car Club and Zip Car.

2.22 Details of the location of these vehicles is summarised within **Table 2.2** below:

Table 2.2: Car Club Location / Operator

Operator	Road Name	Distance	Walking Time
Zip Car	Great Suffolk Street	400m	4 minutes
Zip Car	Harper Road	450m	5 minutes
Zip Car	Keyworth Street	500m	6 minutes

2.23 ZipCar estimate that on average every ZipCar vehicle removes 20 privately owned cars off the roads because members often sell and do not replace their own car after they join (Car Plus Annual Survey for TfL 2009-2010).

2.24 The current proximity to local transport links is very good which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance.

2.25 The car free nature of the site should ultimately encourage use of the existing car club spaces / vehicles when car use is required.

Summary

2.26 The site is well located for quick and convenient access to various modes of transport, including on-foot, by bicycle and public transport.

2.27 The local highway network provides footways and crossing facilities to allow permeation through the local area and connects the site to local facilities by sustainable modes of travel. There are a range of facilities in the local area, including local shops, restaurants, health services and leisure and retail opportunities all located within 5-10 mins walk.

3. Proposed Development

Background

3.1 The scheme proposals comprise:

“Demolition of existing building and structures and erection of a part 2, part 7, part 14, part 16 storey plus basement mixed-use development comprising 1733sqm (GIA) of space for Class E employment use and/or community health hub and/or Class F1(a) education use and 233 purpose-built student residential rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure.”

3.2 The proposed site layout plan is attached at **Appendix A**.

Access

3.3 The existing access off Avonmouth Street will be retained but improved with the provision of a Copenhagen style crossing along the frontage. The Copenhagen crossing will improve the pedestrian environment along Avonmouth Street compared to the existing situation. The access will continue to provide access to the rear of 63-67 Newington Causeway. It will also provide access to the onsite disabled car parking space.

Car Parking

3.4 In accordance with the standards contained within the London Plan (March 2021), the site is proposed to be car free. Given the nature of the land use and the extremely high PTAL this is considered appropriate. One disabled car parking space is provided on site which will be utilised when allocated to a student / staff member with a blue badge as described above.

Cycle Parking

3.5 Cycle parking will be provided in accordance with the standards contained within the London Plan. Secured, covered cycle stores are proposed within the lower basement and ground floor levels.

3.6 Cycle parking within the site has been designed in accordance with Chapter 8 of TfL's London Cycle Design Standards (LCDS). The design includes suitably sized doorways, corridors, lifts etc and adopts 5% of spaces for larger bicycles (provided

in Sheffield type stands) and a further 10% or 20% of standard Sheffield Stands for commercial or residential use respectively in accordance with latest feedback provided by TfL officers. The remainder of cycles will be accommodated in tiered stands, with a minimum aisle width of 2.5m beyond the lowered frame, to allow cycles to be loaded, with an overall aisle width of 3.5m provided where there are racks either side of the aisle.

- 3.7 The circulation space for site occupiers to move their cycle around within the building incorporates wide corridors and door openings to assist movement, whilst the number of doors utilised along cycle wheeling routes has been minimised in order to further aid movement of cycles within the building. Where multiple doors are necessary, these could be provided with push buttons or sensors to automatically open allowing more convenient access.
- 3.8 Cycle parking is shown on the proposed ground floor plan at **Appendix A**.

4. Proposed Trip Generation

- 4.1 The potential trip generation for the application site has been assessed using sites from the TRICS database, with selected sites located within similar levels of accessibility and in Greater London.
- 4.2 Further detail of this assessment is contained within the TA which accompanies the application (**ACE Report Reference 2102760-08**) and summarised below, taking into account the various potential uses the ground floor space.

Table 4.1: Total Person Trips by Mode

Student + Commercial	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	4	11	14	0	1	1	4	12	16
PM Peak	9	7	15	1	0	1	10	7	17
Daily	98	106	204	6	7	13	108	118	226
Student + Education	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	5	9	14	0	1	1	6	10	16
PM Peak	15	12	27	1	1	2	16	14	30
Daily	385	392	778	25	26	51	427	435	862
Student + Health Hub	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	3	10	13	0	1	1	3	11	15
PM Peak	10	7	16	1	0	1	11	7	18
Daily	86	93	179	6	6	12	95	103	198

Note: any discrepancies in totals are as a result of rounding.

5. Aims and Objectives

5.1 This FTP represents a long-term strategy to promote more sustainable travel and reduce vehicular movements associated with the scheme.

5.2 The main objectives of this FTP are to:

- Increase the use of sustainable and active modes of travel to and from the site;
- Promote healthy lifestyles and sustainable, vibrant communities; and
- Encourage good urban design principles that increase the opportunity for walking and cycling.

5.3 These objectives are designed to achieve the overall aim of the FTP, which is to promote the use of sustainable and active modes of travel, by achieving a change in attitude to travel and increasing awareness.

Targets

5.4 As stated within TfL TP Guidance "It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation." On this basis targets have not been set for the development.

6. Measures and initiatives

- 6.1 TfL guidance states that an FTP should set out the long-term management strategy for an existing or proposed development, and seek to integrate proposals for increasing sustainable travel by the future occupier(s) of the site.
- 6.2 Measures have been incorporated into the design of the development, however as the end user of the employment floor space is not currently known some measures will be dependent on this, such as flexible working policies etc.
- 6.3 Initial measures are detailed below, however following occupation of the site and when the end user of the employment floor space is known, some of these may be subject to change, and additional measures also considered.

Lift Share

- 6.4 Liftshare (www.liftshare.com) are the largest car share network in the UK with over half a million members enables users to find a car share user. The TPC will promote this scheme to members of staff, informing them that prospective users can sign up free-of-charge.
- 6.5 The potential cost savings achievable by car sharing can be calculated using the following link - https://www.liftshare.com/content/savings_calculator.asp
- 6.6 As an example of potential savings, if an employee commuted 20 miles to their place of work (one-way) then by using Liftshare, they would save approximately £1,206.00 per year if sharing with a single passenger.
- 6.7 It is anticipated that students will be unlikely to utilise this facility, but it will still be of benefit to the staff associated with the site.
- 6.8 Further information concerning the wider benefits of Liftshare are summarised within **Plate 6.1** below:

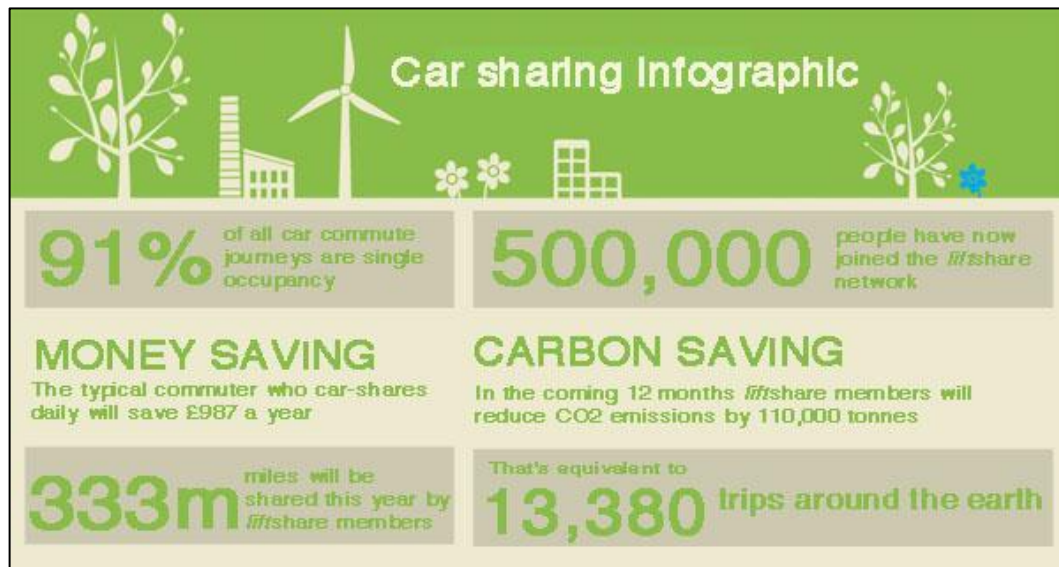


Plate 6.1: Lift Share Wider Benefits

Cycle to Work Scheme

6.9 For the employment floor space, employers will be encouraged to offer a tax exemption for employees purchasing cycles that allows them to spread the cost over 12 months, improve health and fitness and reduce the cost as a non-taxable benefit.

Plate 6.2 below illustrates the average savings from the Cycle to Work scheme:

Your savings calculation	
Total package price:	£600.00
Net cost of package, including admin fee and finance cost (if applicable):	£600.00
Income tax saving over hire period:	£120.00
Employee NI saving hire period:	£72.00
Ownership Fee: ⓘ	£42.00
Final package cost (including Ownership Fee):	£450.00
Total saving:	£150.00
Gross salary sacrifice, based on 12 month hire period (you will see this figure in your hire agreement):	£50.00
Net salary sacrifice, based on 12 month hire period:	£34.00
Percentage saving over RRP:	25.00%

Plate 6.2: Typical Savings for Cycle to Work Scheme
(source: Cycle Scheme)

6.10 This will help encourage employees to undertake active modes of transport.

Welcome Pack

6.11 A Welcome pack will be produced prior to occupation, bespoke for each separate land use of the development for distribution to upon their occupation.

6.12 The Welcome Pack will comprise a concise package setting out details of public transport services available within the vicinity of the site as well as details of local amenities and facilities. The content of a Welcome Pack is as follows:

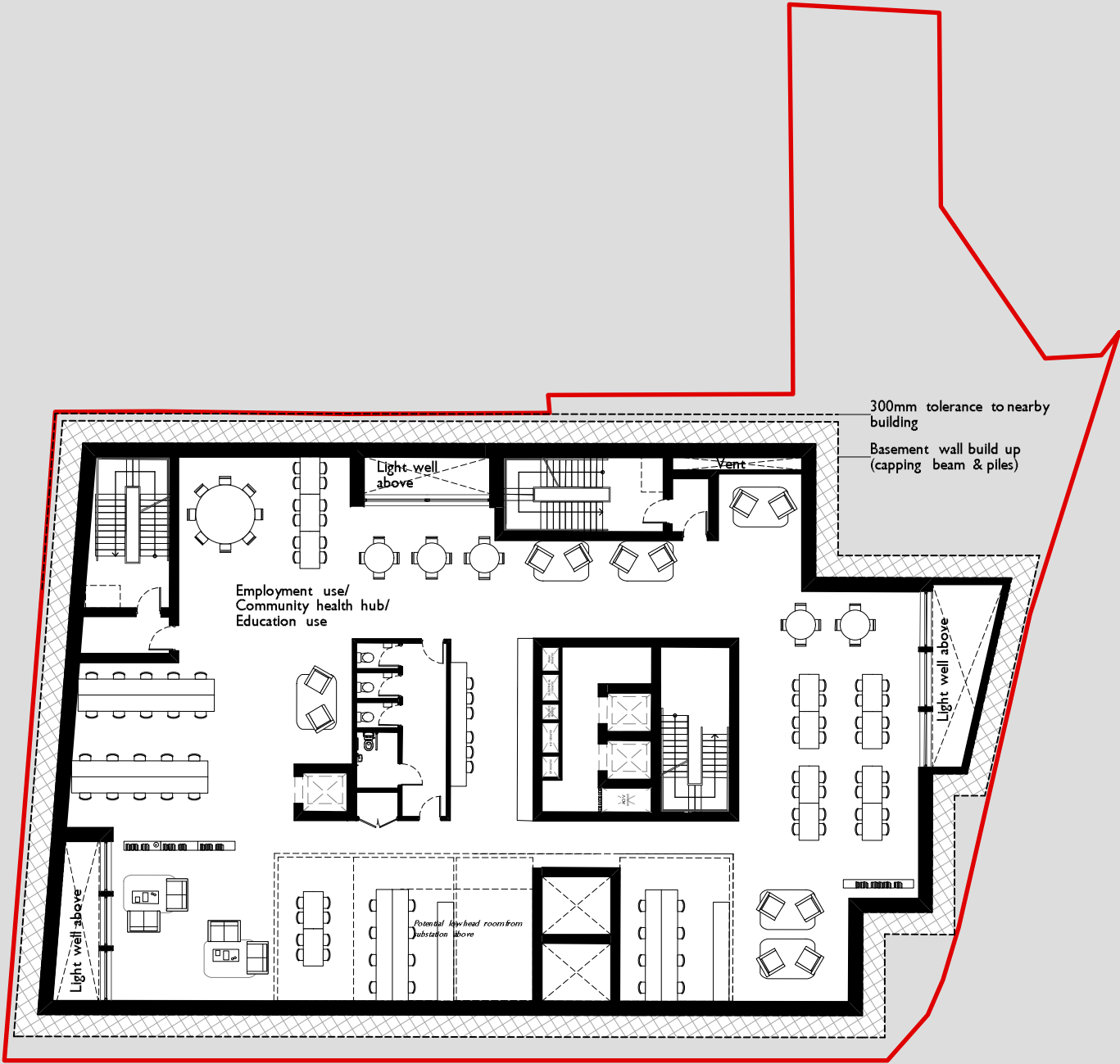
- Mapping of local amenities and services;
- Timetable of information for local public transport services;
- Useful travel information, including telephone numbers and website for public transport services and local taxi services; and
- Useful mobile phone applications.

6.13 Based on previous experience, the introduction of Welcome Packs has been demonstrated to be a useful tool to educate and motivate residents to travel via sustainable modes from the occupation of the development. It is likely that the Welcome Pack provided to students will be distributed with other building specific requirements and information including the arrangements within the Student Management Plan, with a draft version of that document prepared to support the application **(ACE report reference: 2102760-06)**.

On-site Infrastructure

6.14 The development is car-free with the exception of a disabled parking bay, with cycle parking provided on site in-line with latest London Plan requirements.

Appendix A



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ISSUE	REASON FOR ISSUE	DATE
A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

KEY PLAN

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PROJECT

Avonmouth House

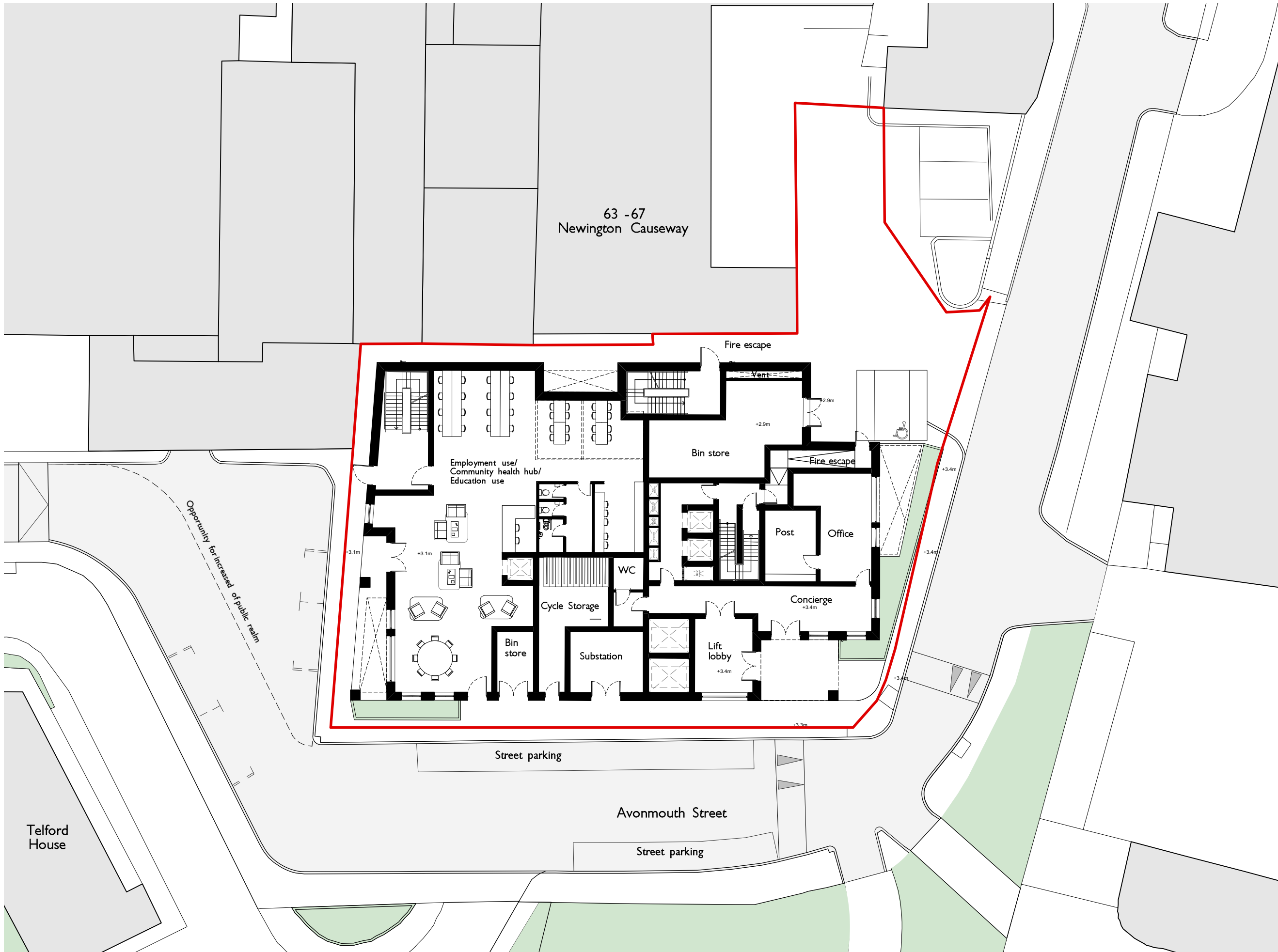
PROJECT CODE CLIENT
21235 Tribe Student Housing

DRAWING TITLE STATUS
Basement Plan Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

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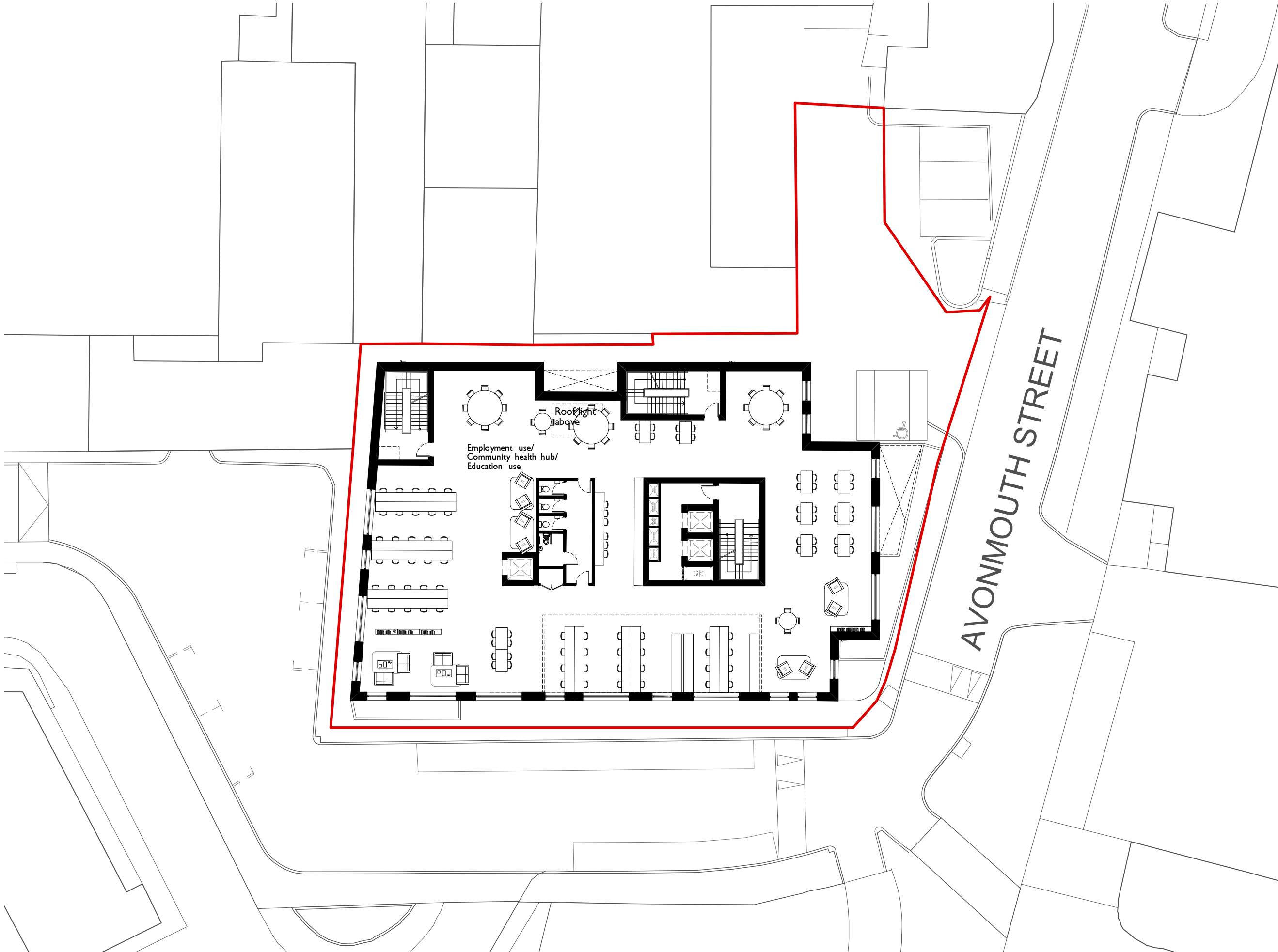
Avonmouth House

PROJECT CODE 21235 CLIENT Tribe Student Housing

DRAWING TITLE STATUS
Ground Floor Draft

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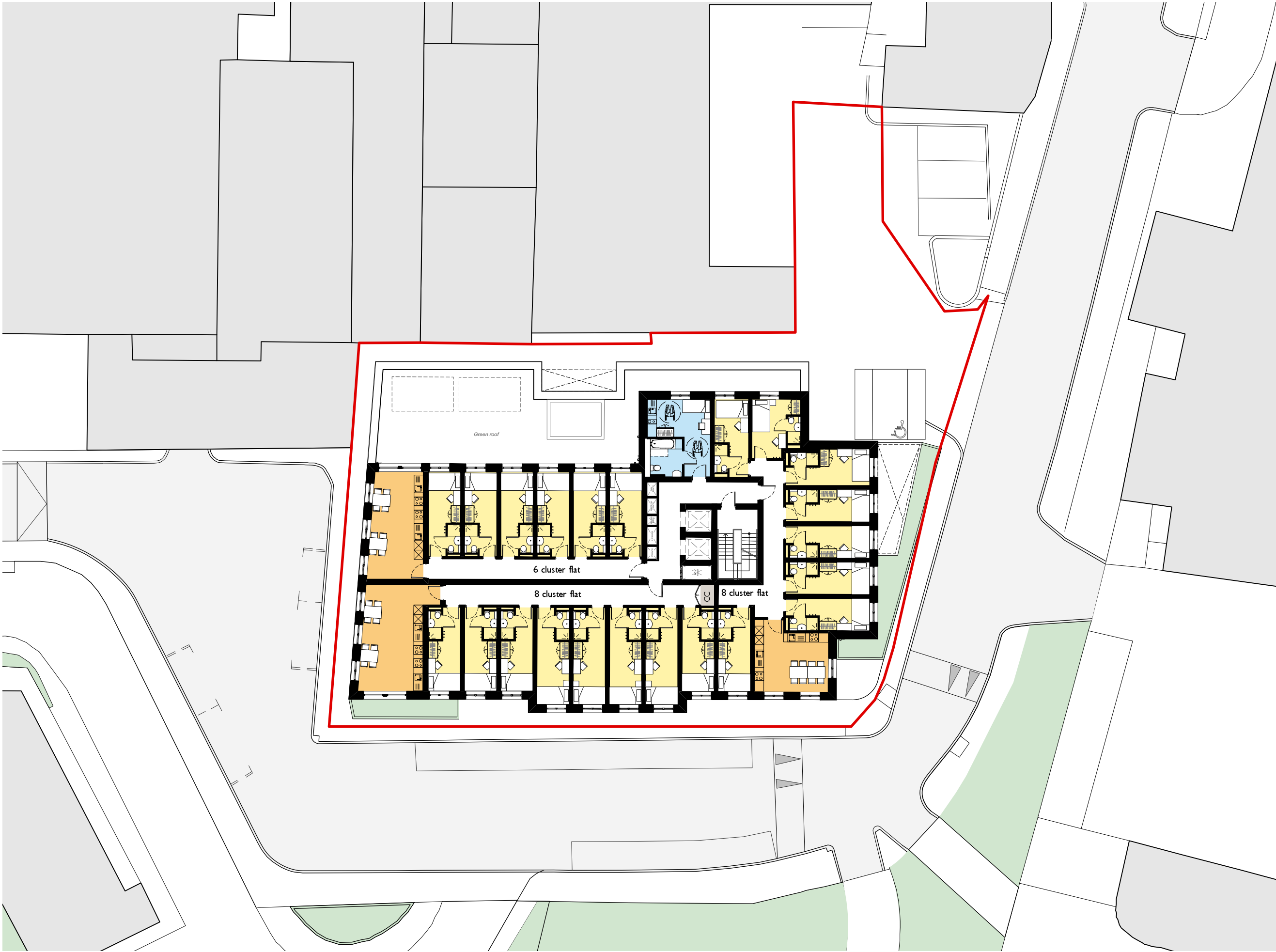
Avonmouth House

PROJECT CODE CLIENT
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Level 02 Draft

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PROJECT

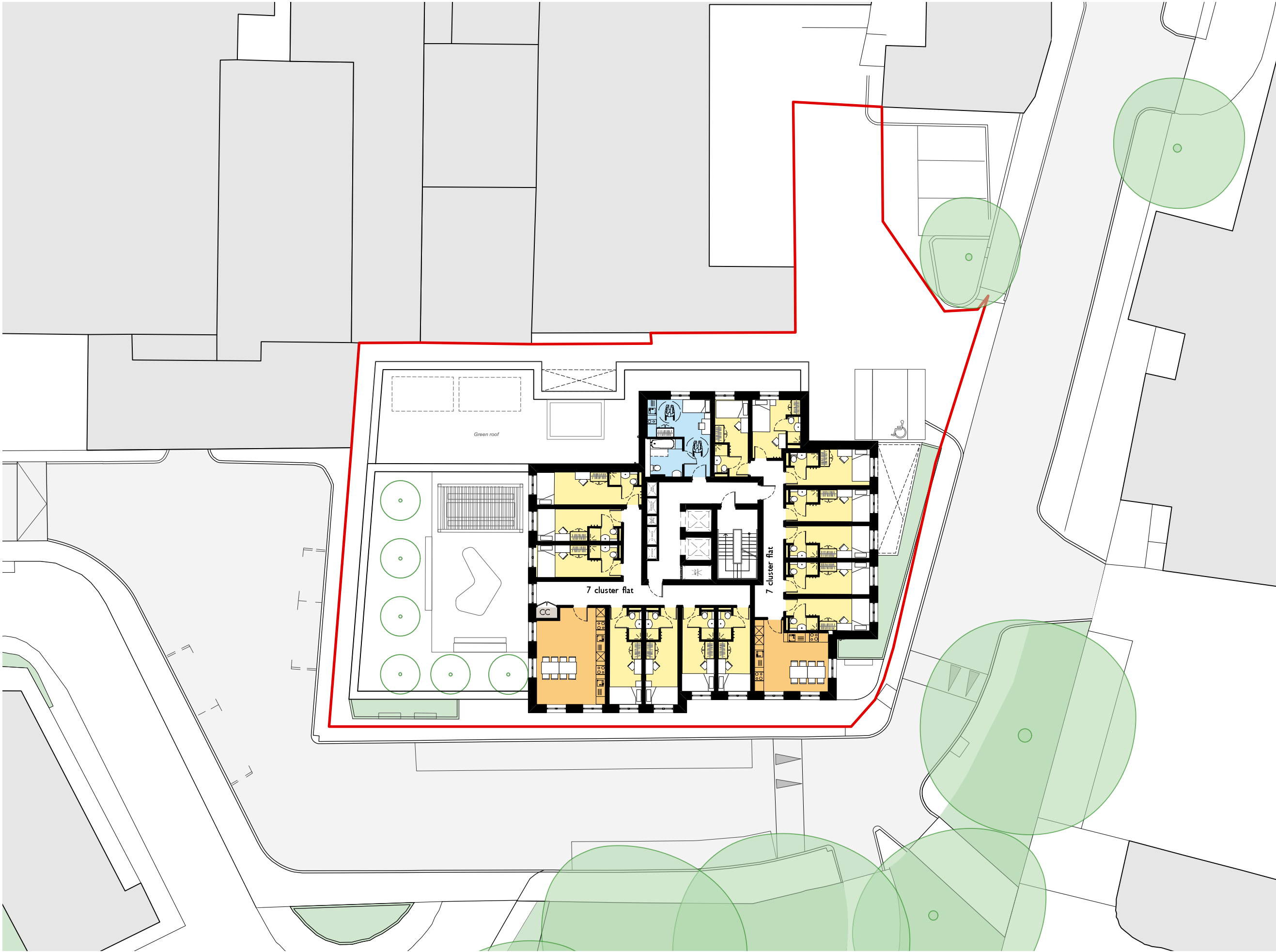
Avonmouth House

PROJECT CODE 21235 CLIENT Tribe Student Housing

DRAWING TITLE Levels 07 STATUS Draft

SCALE 1:250 SHEET A3 DATE OF FIRST ISSUE 04.06.21

DRAWING NUMBER 21235-STCH-XX-07-DR-A-0105 F REVISION



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DRAWING NOTES

- Kitchen / dining
- Standard Ensuite
- WCH
Accessible Studio
- Studio

CC Cleaner's Cupboard

Riser

CP Condenser Pipework
KE Kitchen Extract

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

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PROJECT

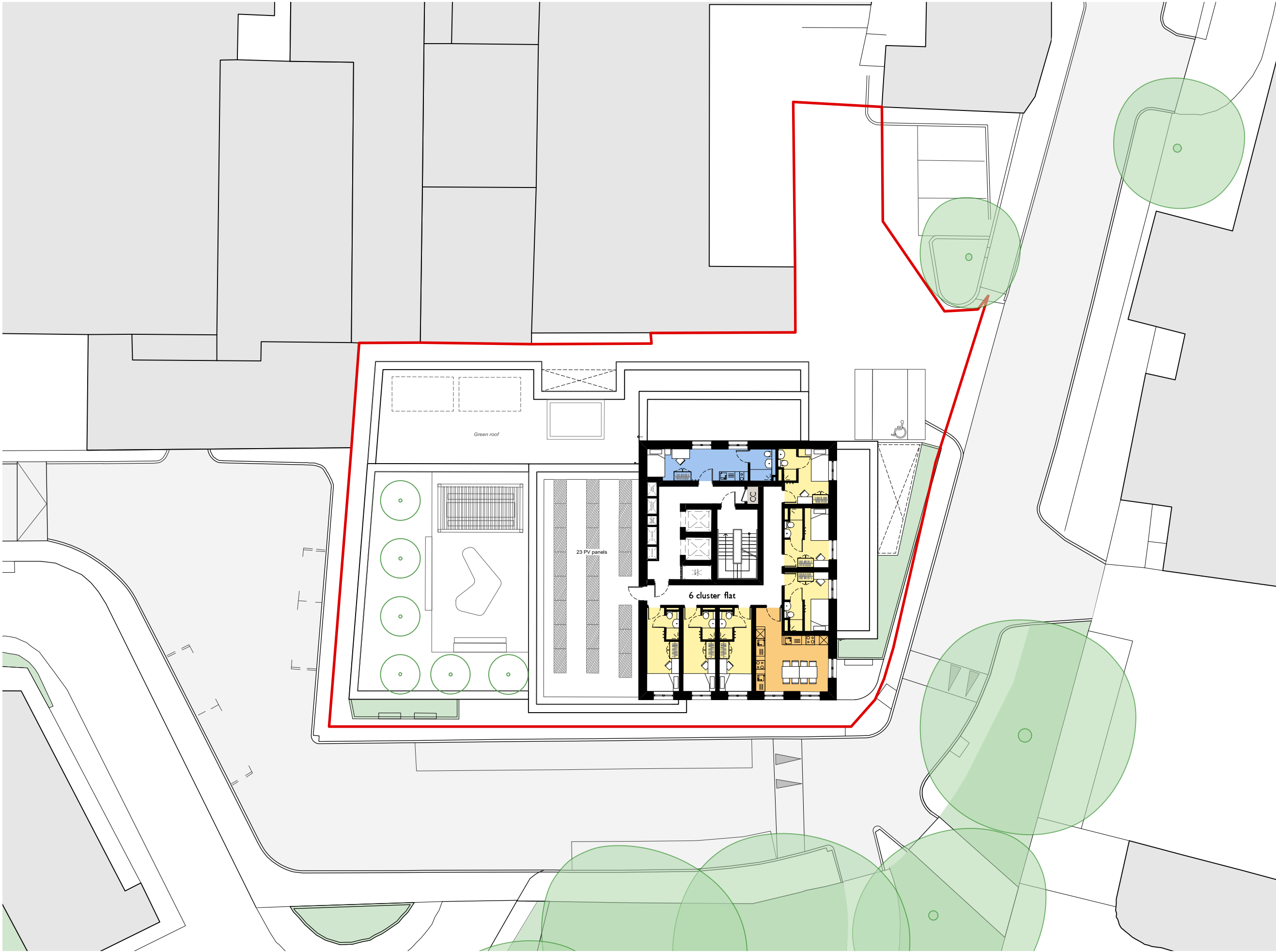
Avonmouth House

PROJECT CODE CLIENT
21235 Tribe Student Housing

DRAWING TITLE STATUS
Levels 08-13 Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

DRAWING NUMBER REVISION
21235-STCH-XX-ZZ-DR-A-0106 F



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ISSUE	REASON FOR ISSUE	DATE
A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

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PROJECT

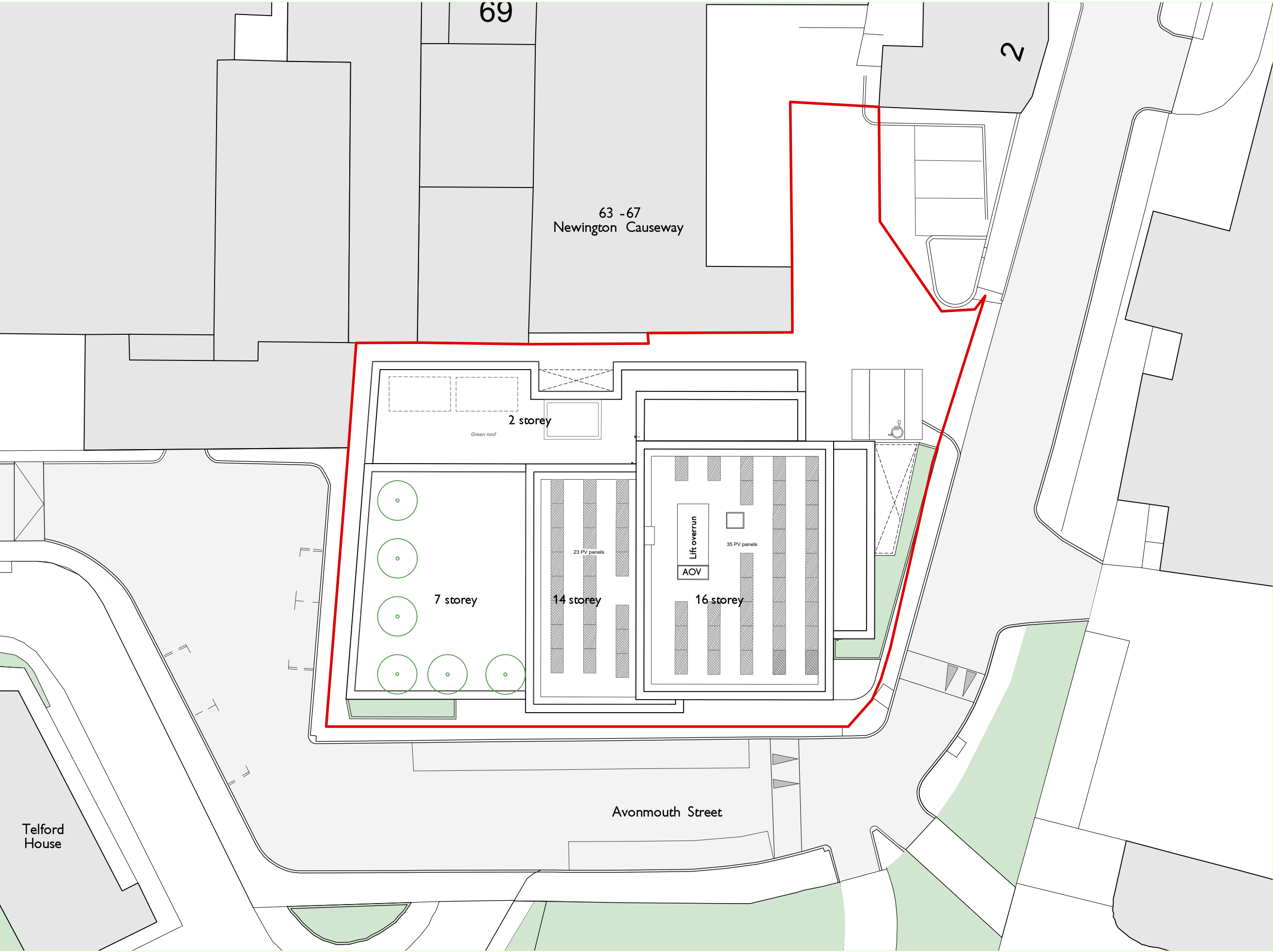
Avonmouth House

PROJECT CODE CLIENT
21235 Tribe Student Housing

DRAWING TITLE STATUS
Level 14-15 Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

DRAWING NUMBER REVISION
21235-STCH-ZZ-XX-DR-A-0107 F



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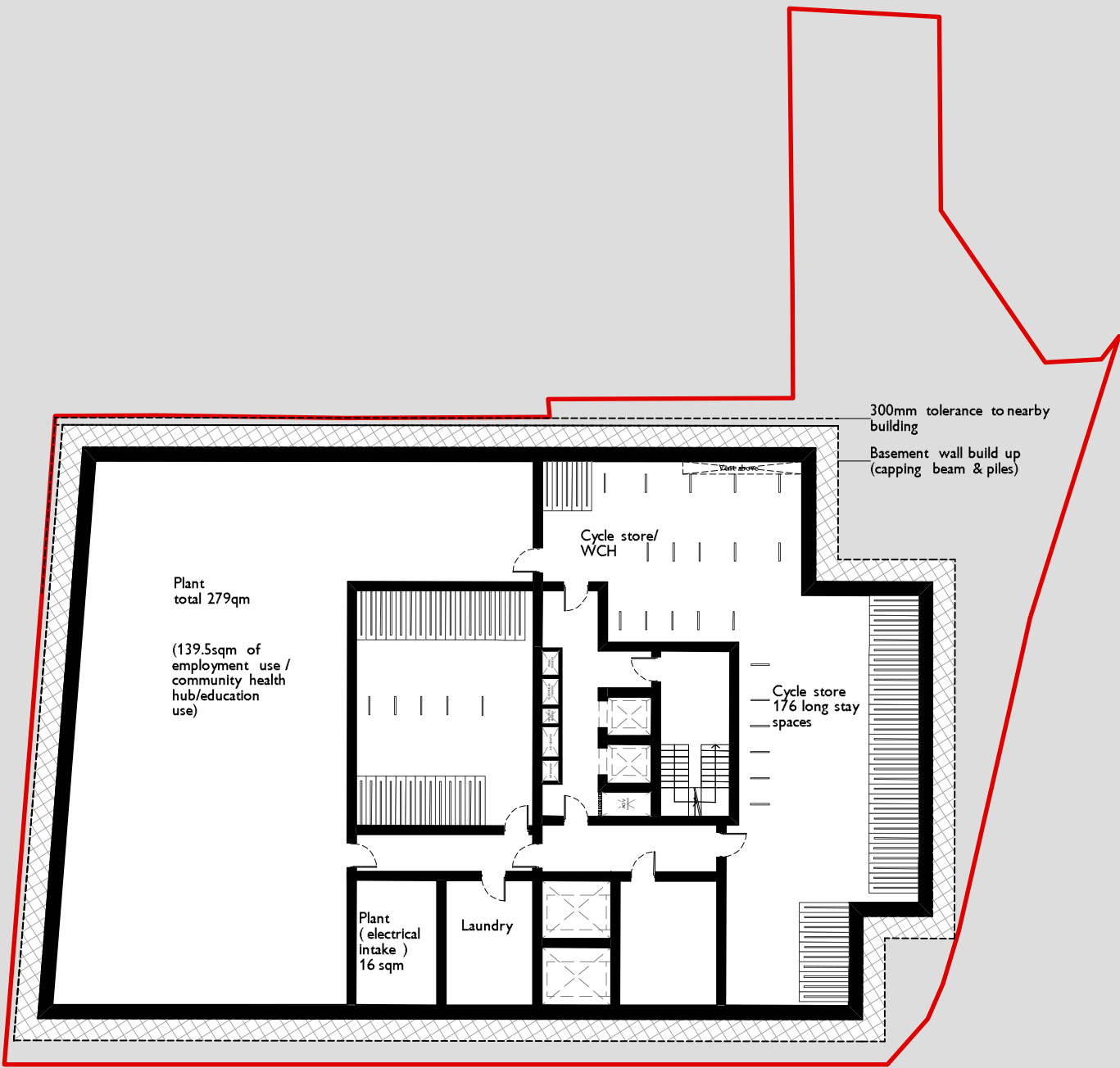
ISSUE	REASON FOR ISSUE	DATE
A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

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PROJECT CODE	CLIENT	
21235	Tribe Student Housing	
DRAWING TITLE	STATUS	
Roof	Draft	
SCALE	SHEET	DATE OF FIRST ISSUE
1:250	A3	04.06.21
DRAWING NUMBER	REVISION	
21235-STCH-XX-RF-DR-A-0108	F	



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ISSUE	REASON FOR ISSUE	DATE
A	Design updates after pre app.	19/08/2021
B	Design coordination updates	06/09/2021
C	Annotation updates	16/09/2021
D	Annotation updates	19/10/2021

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PROJECT

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PROJECT CODE 21235 CLIENT Tribe Student Housing

DRAWING TITLE Basement 2 Plan STATUS Draft

SCALE 1:250 SHEET A3 DATE OF FIRST ISSUE 13.08.21

DRAWING NUMBER 21235-STCH-XX-B2-DR-A-0109 D REVISION