

Framework Travel Plan

The Hop Exchange, 24 Southwark Street

15 April 2021

Prepared for
Peer Group PLC



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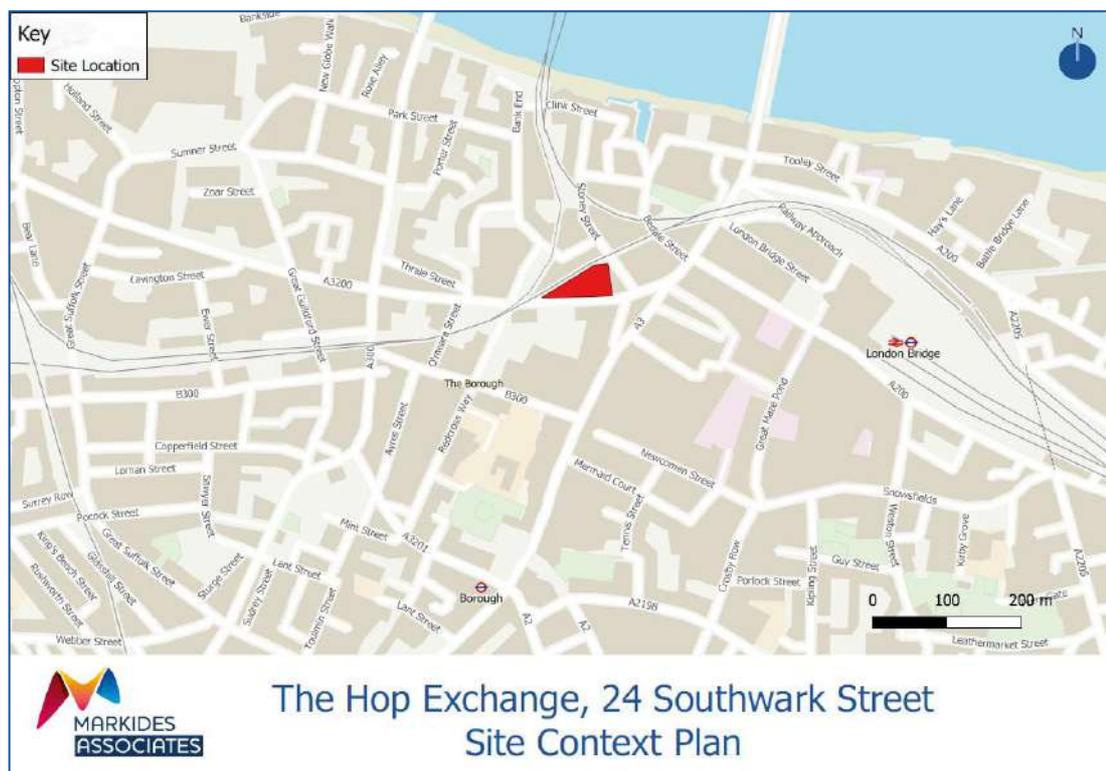
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1. Introduction

- 1.1.1 This Framework Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of Peer Group Plc (hereafter referred to as “the applicant”) in support of a planning application for the part redevelopment of office floorspace at the Hop Exchange, 24 Southwark Street, London SE1 1TY (hereafter referred to as “the site”).
- 1.1.2 London Borough of Southwark (LBS) acts as both the relevant planning and highway authority. The site context plan is shown below and attached as **Figure 1.1**, with the site location outlined in red.

Figure 1.1 Site Context Plan



2. Context

2.1 Scope of the Framework Travel Plan

- 2.1.1 A TP is defined as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 2.1.2 This will help to remove any immediate reliance on travel by car and in particular, Single-Occupancy Vehicles (SOVs).
- 2.1.3 This Framework Travel Plan will cover all users of the site, including employees and visitors, demonstrating how the applicant intends on meeting the requirements for encouraging sustainable travel as outlined in planning policy and following a set out series of measures to demonstrate how the applicant and the design of the building will encourage sustainable travel to and from the site.

2.2 Travel Plan Structure

- 2.2.1 Following overview section, the TP is structured as follows:
- **Section 2** covers the **site context** and details the **proposed development**;
 - **Section 3** carries out a **site assessment** which details the baseline transport infrastructure that will be available from the site,
 - **Section 4** includes details on **travel surveys, trip rates and modal splits**;
 - **Section 5** details the **objectives** of the TP;
 - **Section 6** details modal shift **targets** against which the success of the TP will be measured;
 - **Section 7** details the **package of measures** that will be implemented to support the TP. Including marketing and funding plans;
 - **Section 8** covers how the TP will be **managed** and promoted;
 - **Section 9** gives details on the **monitoring** programme;
 - **Section 10** details the **action plan**; and
 - **Section 11** expands on the approach to securing and enforcing the TP.

2.3 Existing Land Use

- 2.3.1 The site is located on the northern side of Southwark Street, in a predominantly commercial area between Borough Market to the west and Union Street to the south. It accommodates 6,806sqm GIA of office floorspace and 54sqm of flexible retail/café/restaurant space, not including commercial floorspace adjacent to the development floorspace. The site is part of the London Central Activities Zone (CAZ) and lies some 200m east of London Bridge Underground and 350m from London Bridge National Rail Station.
- 2.3.2 The site is accessible via Southwark Street and Park Street with separate accesses for vehicles and pedestrians. Park Street to the north of the site benefits from a cycle lane and is a quiet

street which is suitable for cycling. The A3200 is a major street in Bankside, running as Southwark Street between Blackfriars Road to the west and Borough High Street to its east. The A3200 continues west as Stamford Street and then York Road, until it connects with Westminster Bridge Road. It has a 30mph speed limit.

- 2.3.3 The proposed development site has a PTAL rating of 6b demonstrating its highly accessible location.
- 2.3.4 At present the site is served from the yard via Park Street, and from kerbside on Southwark Street using the on-street delivery bay. Some small deliveries also access via Southwark Street into the yard at the western end of the building. The Red Route restrictions allow for loading access for up to 20 minutes.
- 2.3.5 An Active Travel Zone (ATZ) has been undertaken as part of the associated TA (Document ref: 20187-01-TA01).

2.4 Development Proposals

- 2.4.1 The development proposals are for the rear infill extension of 6 storeys connecting to a 2-storey roof extension on the western section of the building; a new atrium roof on the eastern section; roof terrace, landscaping and public realm works and general works of enhancement to the listed building in connection with the continued use of the building within Class E.
- 2.4.2 The proposed Ground Floor and Basement plans associated with the proposed development are provided in **Appendix B of the associated TA**.
- 2.4.3 The schedule of Land uses is summarised in **Table 2.1** below.

Table 2.1 Schedule of Accommodation

Land Use	Existing	Proposed Uplift	Proposed Total
Office	6,816	478	7,294
Café/Restaurant	54	1,231	1,285
Total	6,870	1,709	8,579

- 2.4.4 Pedestrian access is taken from Southwark Street, which has footways on each side of good width and condition. The historic entrance is prominent and easy to identify from a distance at street level, with additional signage to identify separate entrances to Katzenjammers, the West Wing, and The Sheaf.
- 2.4.5 The proposals include allowing for access through the site from Park Street to Southwark Street via the atrium in the centre of the building. The proposed converted retail units would have dual aspect, with entrances from both the yard and Southwark Street. The route will be accessible to wheelchair users via the installation of platform lifts where the change in level within the historic building necessitates stairs.

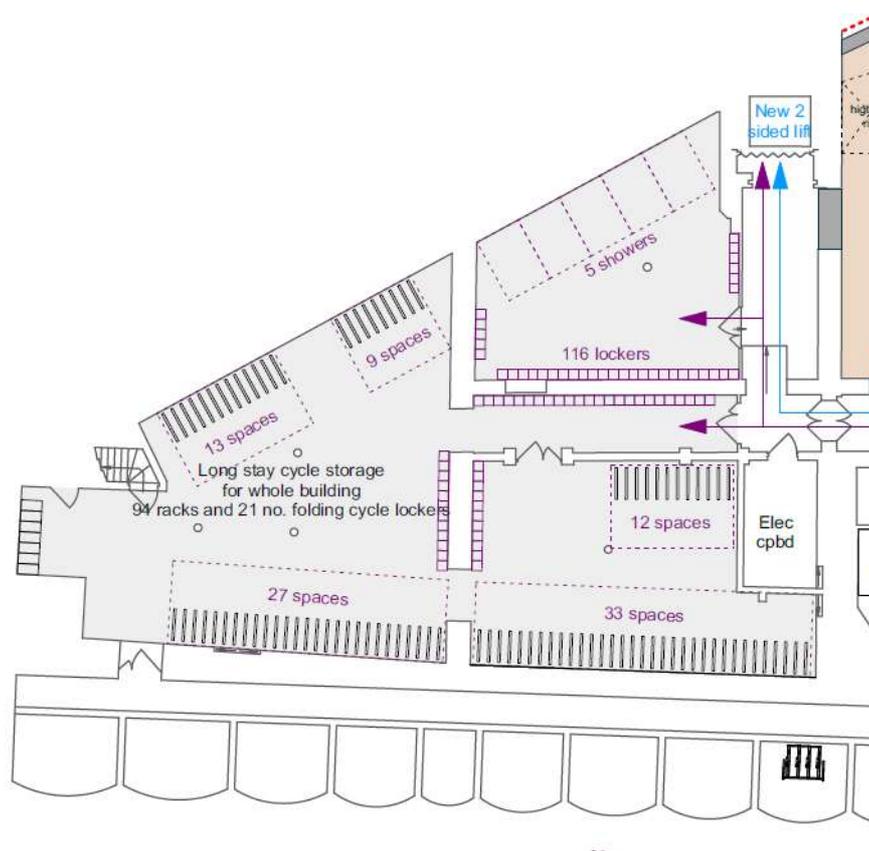
2.4.6 Cycle parking provision is summarised in **Table 2.2** overleaf.

Table 2.2 Proposed Cycle Parking Provision

Land Use	Total	
	Long Stay	Short Stay
Office (B1) ¹	98	11
Flexible Use (A1-5/D2)	17	43
Total	115	54
Grand Total	169	

2.4.7 Long-stay cycle parking will be provided in a secure store at the western end of the building, comprising 21 folding bicycle lockers and the remainder provided on Sheffield Stands. There are 3 adapted cycle accessible spaces for disabled persons and cargo bikes.

Figure 2.1 Proposed Long-Stay Cycle Parking



¹ The superseded land use categories are referenced here as cycle parking policy still makes reference to these uses and the category remains relevant in the calculation of required cycle parking provision.

Source: Extract from 1403_PP_2000 by Forge Architects

- 2.4.8 The long-stay provision also has access to end of journey facilities - showers and a locker room.
- 2.4.9 A new short-stay cycle parking hub will be created within the yard to accommodate customers and other visitors who wish to cycle to the Hop Exchange. 54 spaces will be provided on Sheffield Stands within two lit cycle parking areas. The stores will be located near to active walking routes and frontage and will benefit from passive surveillance as a result.
- 2.4.10 The existing yard accommodates some 6-7 vehicles at present, two of which are EV charging enabled. It is proposed to slightly reduce and formalise the existing parking layout to create 1 x dedicated Blue Badge disabled bay and 3 x standard parking spaces, two of which would remain EV charging enabled. In addition to the disabled bay, a space will be allocated for waiting/loading, especially for smaller motorcycle couriers or infrequent maintenance vans, such as those that may be required by Network Rail to inspect arches. It is expected that all parking will be managed and overseen by security associated with building management, and that disabled persons visiting the site or employed by it will be able to pre-book the blue badge bay. The remaining parking is likely to be allocated to specific users.
- 2.4.11 It is proposed only a minimal number of delivery and servicing vehicles will operate from the yard area. Some small deliveries may continue to take place in the yard off-peak (assumed very early morning), as per the existing situation, and will typically be limited to small vans and ad hoc maintenance vehicles, for which a waiting area has been designated.
- 2.4.12 All other servicing will be taken from the existing servicing bay on Southwark Street and the section of double red lining converted to single red lining as per discussions with TfL.
- 2.4.13 The existing gate on Park Street will be renovated and opened during hours of operation to permit pedestrian and cycle access to a new and vibrant yard, which will extend the existing retail offer on Park Street. The crossover will not be removed to permit access to the yard for vehicles.
- 2.4.14 The existing yard shown below is industrial in aesthetic which makes the yard area appear somewhat hostile to passersby. Opening the gate during hours of operation up will improve the sense of continuity of the retail parade and add a secondary face to the Hop Exchange onto Park Street, enhancing the existing offer with new active frontage. Existing gates will be renovated with a new design, and artwork and lighting will guide visitors through to the Hop Exchange building. Activity through the yard will increase informal surveillance and boost the sense of personal security during hours of operation. In addition to the site, there are also several adjacent development sites, including the Landmark Court development located to the south of the site on Southwark Street. It is understood from Pre-application communications with LBS and consultation with TfL that as part of Landmark Court's highways measures, a new crossing is being proposed on Southwark Street, which is likely to be located to the west of the both the site and the railway bridge.

2.4.15 **Table 2.3** provides a summary of the proposed on-site links/nearby public realm against the TfL Healthy Streets indicators to provide an overview of how the site will perform within this context.

Table 2.3 Proposed Development Healthy Street Indicators

Indicator	Description
Choose to walk, cycle, and use public transport	The former yard will be open during hours of operation and will provide an attractive environment for walking and cycling to visitors of the site and passersby, with new surfacing, lighting, and landscaping. The new short-stay cycle stands will also ensure people cycling can easily stop and secure cycles at convenient locations for accessing shops and services.
Pedestrians from all walks of life	The yard will be made accessible during hours of operation for all users, and surfacing will be installed that is suitable for wheelchair users. The constraints within the building will be mitigated by the installation of platform lifts.
Easy to cross	The accesses to the yard will be improved to level the footway and the road and ensure pedestrian priority for all users at both entrances. Tactile paving may also be installed. On Southwark Street, existing pedestrian crossings are well maintained and facilitate safe crossing of the junctions, and it is understood that a new crossing is likely to be introduced as part of the development proposals for Landmark Court.
People feel safe	People will regularly be going in and out of buildings and passing by with the yard open during hours of operation. This will ensure that people feel safe in the vicinity of the site. The new artwork and lighting will enhance the overall feel of accessibility and welcome along Park Street, along with surfacing improvements. Vehicle movements will be reduced, with all large service vehicles operating from appropriate locations on Southwark Street.
Things to see and do	The introduction of new retail units at the ground floor level will make Park Street an interesting and engaging place to walk and spend time. There are also lots of opportunities to use planting and lighting to make the yard an extension of Park Street and so more interesting and engaging.
Places to stop and rest	The opened yard will provide opportunities for people to sit down and rest, with opportunities for informal seating.
People feel relaxed	The proposed development will make Park Street feel well maintained and more active with high quality paving through the site and pedestrian priority ensuring people feel relaxed. High quality planting in the yard will also support in creating a peaceful environment
Not too noisy	There is not anticipated to be a significant change in vehicle trips to the site, and so the noise levels are not expected to increase.
Clean Air	The proposals will reduce private petrol/diesel vehicle movements and support EV use as well as active modes and public transit. This will benefit air quality. Vehicles on site and servicing will be encouraged to switch off engines.
Shade and Shelter	The new route through the Atrium provides partial shelter and is shaded by adjacent buildings, including the Hop Exchange itself.

2.4.16 The proposed development will significantly improve on all of the Healthy Streets indicators, in particular for ‘Places to stop and rest’, ‘Things to see and do’, and ‘Choose to walk, cycle and use public transport’.

2.5 Scope, Aims and Objectives of the Travel Plan

- 2.5.1 A TP is defined as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 2.5.2 The specific aims of this TP are to ensure management strategies and infrastructure are in place to support sustainable travel choices for site users at first occupation with focus given to the most sustainable forms of travel, walking, and cycling.
- 2.5.3 This will help to remove any immediate reliance on travel by car and in particular, Single-Occupancy Vehicles (SOVs).
- 2.5.4 This Travel Plan will demonstrate how Landsec intend on meeting the requirements for encouraging sustainable travel as outlined in planning policy and following a set out series of measures to demonstrate how the applicant and the design of the building will encourage sustainable travel to and from the site.
- 2.5.5 The headline objectives of this TP are therefore to:
- Support a low proportion of SOV travel to / from the site for users, in favour of the most sustainable forms of travel, walking and cycling; and
 - Ensure users are aware of the range of sustainable travel options that are available to access the site.
- 2.5.6 The TP will help to deliver several benefits, including:
- Availability of an improved range of travel choices;
 - Health benefits for users walking and cycling more; and
 - More attractive environments around developments.

2.6 Associated Travel Details

- 2.6.1 The net total development (existing plus proposed additional extension) for all land uses has been calculated within the associated TA and the results are given in **Table 2.4** overleaf.

Table 2.4 Net Total

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	59	5	64	11	58	69	300	289	589
Train	107	9	115	10	99	109	426	415	841
Bus	20	2	22	5	21	26	118	113	231
Taxi	0	0	0	1	1	2	16	15	32
Car Passenger	0	0	0	0	0	0	0	0	0
Motorcycle	2	0	2	1	2	3	16	15	32
Car	4	0	5	0	4	4	15	15	31
Bicycle	11	1	12	1	11	12	47	45	92
On foot	11	1	12	50	42	91	655	602	1,257
Total	216	17	233	79	237	316	1,590	1,505	3,095

- 2.6.2 The table above demonstrates that the total development could generate 233 two-way trips by all modes in the AM peak, 316 in the PM peak and 3,095 across the day, the majority by public transport or on foot. Some 32 two-way taxi trips could be generated per day, and 32 motorcycle trips. The motorcycle trips are assumed to be part of delivery/takeaway movements.
- 2.6.3 The net difference to the existing office trips as a result of the proposed change towards restrained parking and associated modal shift is also summarised in **Table 2.5**.

Table 2.5 Net Difference Existing Office Trips Modal Shift

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	7	1	7	0	6	6	24	23	47
Train	12	1	13	1	11	12	43	42	85
Bus	2	0	2	0	2	2	8	8	16
Taxi	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	1	2
Car	-10	-1	-11	-1	-9	-9	-35	-34	-69
Bicycle	1	0	1	0	1	1	5	4	9
On foot	1	0	1	0	1	1	5	4	9
Total	14	1	15	1	13	14	50	49	99

2.6.4 The table above demonstrates that the proposals would have an overall positive impact on the existing mode trips to the site for the office land use. It would result in a modest increase by public transport and bicycle modes, but an overall reduction in car trips.

3. Summary of Site

3.1 Site Location and Existing Access

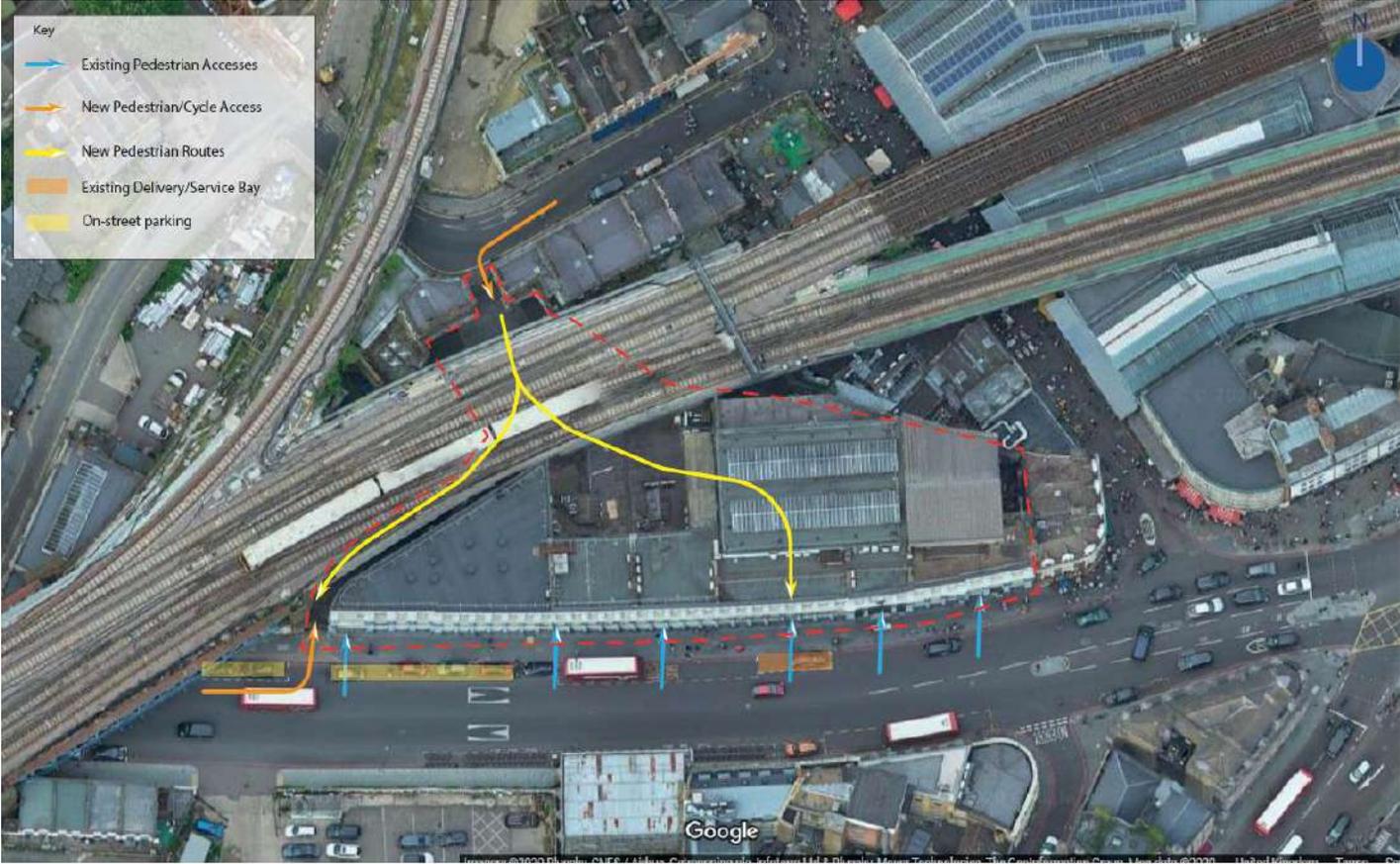
- 3.1.1 The site is located on the north side of Southwark Street to the near west of London's Borough Market

3.2 Proposed Site Access

Pedestrian Access

- 3.2.1 Pedestrian access will be retained through the various existing doors from Southwark Street, with new access created via the rear yard from Park Street, during hours of operation. Surfacing will be improved and lifts within the building provided to ensure that disabled persons can access.
- 3.2.2 A summary of pedestrian accesses to the buildings, alongside the new pedestrian routes is provided in **Figure 3.1**.

Figure 3.1 Proposed Development Access Plan



Site Access Plan
The Hop Exchange, 24 Southwark Street

Cyclist Access

- 3.2.3 The primary access for staff cycling to the site will be from Southwark Street at the western apex of the site, via the existing service access at that location. Customers cycling to the venue will use local public cycle parking or the Santander hubs.
- 3.2.4 A new short-stay cycle parking hub will be created within the yard to accommodate customers and other visitors who wish to cycle to the Hop Exchange. 54 spaces will be provided on Sheffield Stands within two lit cycle parking areas. The stores will be located near to active walking routes and frontage and will benefit from passive surveillance as a result.
- 3.2.5 **Figure 3.1** also gives details of cyclist access to the site from the Ground Floor.

Vehicular Access

- 3.2.6 Vehicular access on-site will be limited to a few cars and infrequent small delivery vehicles or maintenance vehicles, for example, to allow inspection of the railway arches. Additionally, the crossover from Park Street will be maintained to permit emergency vehicle access. There is an on-street delivery bay on Southwark Street already used by the site. All larger vehicles will use this bay and the conversion of existing double-red lining to single red lining at the western access to access and serve the site. This will reduce movements along Stoney Street or otherwise through Borough Market via Bedale Street, and along Park Street. This will also reduce the potential for conflict in access movements between cyclists, pedestrians, and vehicle access to the site.
- 3.2.7 On Southwark Street, it is proposed to retain the existing delivery bay at the eastern end of the site, which will continue to operate as existing, but also to convert the existing double-red lining adjacent to the western access to single red lining. This position has been agreed in principle with TfL and will ensure that delivery movements can be accommodated with no impact on the adjacent bus stop. The existing on-street restrictions and site management will ensure that deliveries occur outside of peak hour.
- 3.2.8 The proposed vehicular access to the site is also identified in **Figure 3.1**.

3.3 Proposed Infrastructure

- 3.3.1 The proposed development seeks to undertake several significant improvements to the immediate vicinity of the site which will significantly improve the overall pedestrian and cyclist environment; these include:
- The existing service yard will be opened and redesigned with new soft landscaping, lighting, and signage, allowing access to all users and passersby during hours of operation. A separate lighting plan will be secured by condition.
 - A DDA compliant pedestrian route via the atrium of the building will be created that will provide a space for people to spend time, sit and relax on their journeys;

- The increase of activity in the yard area will increase the natural surveillance associated within the vicinity of the site;
- The provision of short stay cycle parking within the site to encourage cyclist activity;
- The provision of new and improved long-stay cycle parking within the site to encourage staff trips by cycle with end of journey facilities (lockers and showers);
- Servicing trips largely removed from Park Street, which will in turn reduce the number of vehicles passing through Borough Market via Bedale Street or Stoney Street.

3.4 Accessibility

Pedestrian Environment

- 3.4.1 Southwark Street has footways on both sides of the carriageway which vary in width and quality. On the northern footway, on the boundary with the site, the width varies up to 4m, which is consistent with the existing volume of pedestrian flow. On the southern footway, the width is some 2m. The footways are in reasonable condition and side streets are equipped with dropped kerbs and tactile paving. There are good quality signalised pedestrian crossings at all major junctions between the site and London Bridge station.
- 3.4.2 Stoney Street to the east of the site leads into Borough Market and provides a through cycle route to Clink Street; however, it is equipped with drop bollards to prevent general traffic. It is an important link for vans and vehicles accessing Borough Market and associated deliveries. The carriageway also provides overspill frontage for food retail units along Stoney Street and pedestrians seek to cross at all points along the length of the road. There is a formal footway on the western side of the road and hatched markings on the eastern side.
- 3.4.3 Park Lane has footways on each side of some 1.5-2m in width; however, the effective width is narrowed by anti-parking bollards and signage installed in the footway adjacent to The Market Porter public house, and there are areas where the kerbing would benefit from maintenance.

Cycling Access

- 3.4.4 Park Street to the north of the site benefits from a cycle lane and is a quiet street which is suitable for cycling.
- 3.4.5 There are several TfL Cycle Superhighways and Quietways that operate in the vicinity of the site. Cycle Superhighways are routes that link communities, businesses, and destinations across London. Quietways are continuous, direct, and clearly signposted cycle routes on less busy streets around London. Key cycling facilities within the vicinity of the site include:
- **Cycle Superhighway 6 (CS6):** which runs near the site, providing a route between King's Cross and Elephant and Castle. It runs north to south along Blackfriars Road, bringing it within 400m of the site at its closest point.
 - **Cycle Superhighway 7 (CS7):** which runs south to north from Collier's Wood to Bank, bringing it within 300m of the site at the Southwark Bridge Road and Southwark Street junction.

- **Quietway 14:** which runs near the site, providing a route between Southwark and Deptford. At its closest point to the site it is approximately 750m away, at the junction between Dolben Street and Great Suffolk Street.
- **Quietway 14:** which starts at the junction between Blackfriars Road and Nicholson Street, allowing people to join Quietway 14 directly from CS6.

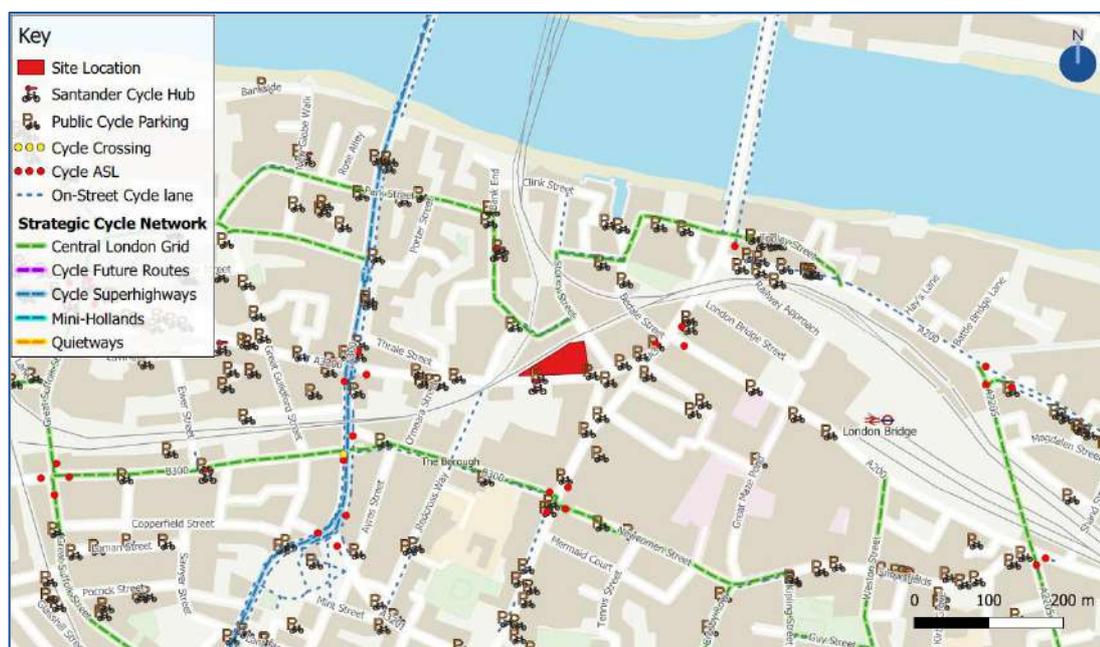
3.4.6 The site is also very accessible to Santander Cycle Hire Docking Stations with 143 docking stations within 200m the site as shown in **Table 3.1**.

Table 3.1 Santander Cycle Hire Docking Stations

Docking Station	Distance from Site (metres)	Total Spaces
Southwark Street	20m	55
Park Street	280m	18
Lavington Street Bankside	500m	29
Union Street	600m	17
Bankside Mix	650m	60
New Globe Walk	650m	19
Total	-	198

3.4.7 A plan showing the cycle infrastructure in the vicinity of the site is included as **Figure 3.2**.

Figure 3.2 Cycle Access Plan



Public Transport

- 3.4.8 The proposed development site has a PTAL rating of 6b demonstrating its highly accessible location.
- 3.4.9 The site is within a short distance of several stations on the rail network providing access to a range of destinations throughout London and the wider South East. London Bridge is the closest station to the site within an approximate 4-minute walk. London Blackfriars, Cannon Street, Waterloo East, and Waterloo stations are all also within 2km of the site, less than a 20-minute walk. The services accessible at these stations is summarised in **Table 3.2**.

Table 3.2 Rail Network Services

Station	Distance from Site	Walk from Site	Service	Trains per hour (tph)
London Bridge	350m	1 minute	Thameslink	20
			Southeastern	60
			Southern	13
Canon Street	1.1km	13 minutes	Southeastern	12
London Blackfriars	1.4km	17 minutes	Thameslink	30
London Fenchurch Street	1.4km	17 minutes	C2C	20
Elephant and Castle	1.5km	17 minutes	Thameslink	12
			Southern	6
Waterloo East	1.5km	19 minutes	Southeastern	36
Waterloo	1.6km	21 minutes	South Western	44

- 3.4.10 As shown in **Table 3.2**, the site is accessible to a large number of rail services across four separate service networks providing access by train to a large number of destinations within London and the South East.

Underground (LUL) Network

- 3.4.11 The site is very accessible to the LUL network with several stations serving different lines within a reasonable walking distance of the site. London Bridge LUL station is the nearest station to the site accessible within an approximate 1-minute walk. The services accessible at these stations is summarised in **Table 3.3**.

Table 3.3 London Underground Services

Station	Distance from Site	Walk from Site	Lines Served	Trains per hour (tph)
London Bridge	120m	1 minute	Jubilee Northbound	30
			Jubilee Southbound	30
			Northern (Bank	24
			Northern (Bank	24
Borough	500m	6 minutes	Northern (Bank	24
			Northern (Bank	24
Monument	800m	10 minutes	Circle Eastbound	6
			Circle Westbound	6
			District Eastbound	18
			District Westbound	18
Bank	1.1km	12 minutes	Central Line	35
			Central Line	35
Southwark	1.1km	14 minutes	Jubilee Northbound	30
			Jubilee Southbound	30
Waterloo	1.6km	21 minutes	Jubilee Northbound	30
			Jubilee Southbound	30
			Northern (CX Branch)	24
			Northern (CX Branch)	24
			Bakerloo Northbound	22
			Bakerloo Southbound	22
			Waterloo & City	17
Elephant & Castle	1.5km	17 minutes	Bakerloo Northbound	22
			Bakerloo Southbound	22
			Northern (Bank	20
			Northern (Bank	20

3.4.12 As shown in **Table 3.3**, the site is accessible to many LUL services with high peak hour frequencies.

3.5 Bus Network

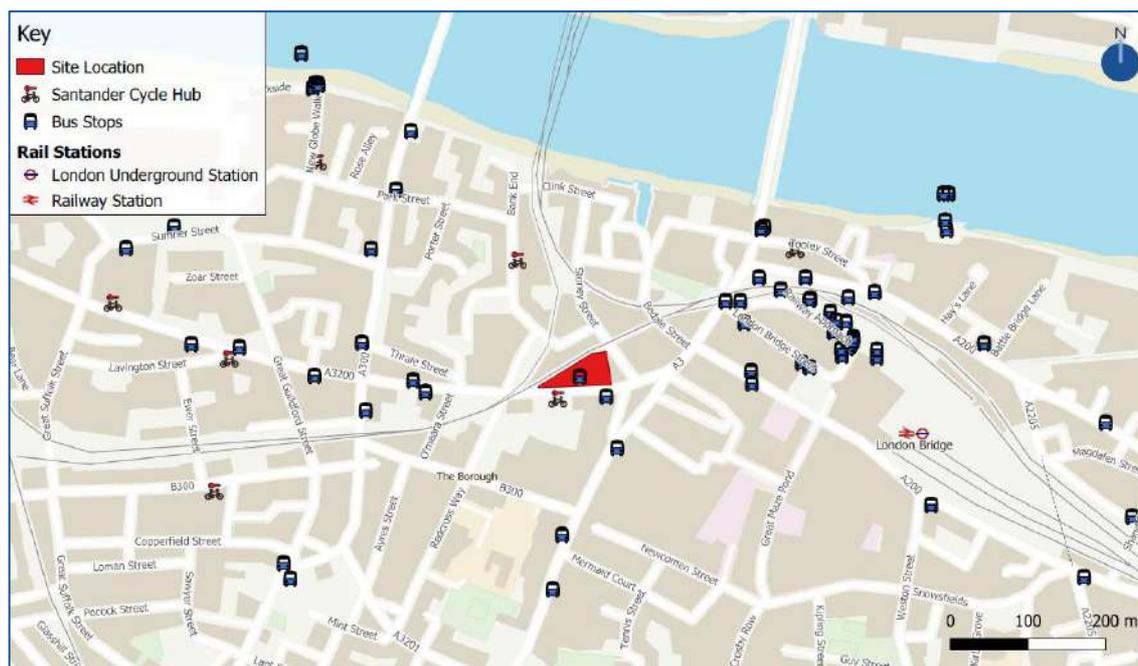
3.5.1 Bus services within a reasonable walking distance of the site are outlined in **Table 3.4**.

Table 3.4 Local Bus Services

Route	Nearest Stop	Distance	Frequency per hour ²
344	The Hop Exchange	10m	6
381			5.75
N343			2
N381			2
133	Southwark Street	120m	7.5
N21			2
N133			3
17	London Bridge Bus Station	450m	6

3.5.2 As shown in **Table 3.4**, the site is also well served by buses, providing a high frequency of services to a range of destinations. A plan showing the location of local bus stops and rail stations is included as **Figure 3.3**.

Figure 3.3 Public Transport Plan



² Some frequencies may differ to standard timetabling expected in later 2020 due to service changes as a result of the COVID-19 pandemic.

4. Travel Surveys

4.1.1 This section provides a summary of anticipated travel behaviour at the site to inform the targets that will be set later within the document. These are discussed in more detail in the Transport Assessment.

4.2 Proposed Uses

4.2.1 As no travel surveys are available for the site, The Trip Rate Information Computer System (TRICS) has been used to estimate the trip rate generated by development after the extension is complete. The sum of the additional trip generation by mode for all land uses has been summed and is given in **Table 4.1**.

Table 4.1 Net Additional

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	4	0	4	7	8	15	101	93	193
Train	7	1	8	4	9	13	70	65	135
Bus	1	0	1	4	3	7	49	45	93
Taxi	0	0	0	1	1	2	16	14	30
Car Passenger	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	1	1	1	8	8	16
Car	0	0	0	0	0	0	1	1	1
Bicycle	1	0	1	1	1	2	9	8	17
On foot	1	0	1	47	31	78	592	541	1,133
Total	14	1	15	64	53	117	840	770	1,610

4.2.2 The net total development (existing plus proposed additional) for all land uses has been calculated and the results are given in **Table 2.4**.

Table 4.2 Net Total

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
London Underground	59	5	64	11	58	69	300	289	589
Train	107	9	115	10	99	109	426	415	841
Bus	20	2	22	5	21	26	118	113	231
Taxi	0	0	0	1	1	2	16	15	32
Car Passenger	0	0	0	0	0	0	0	0	0
Motorcycle	2	0	2	1	2	3	16	15	32
Car	4	0	5	0	4	4	15	15	31
Bicycle	11	1	12	1	11	12	47	45	92
On foot	11	1	12	50	42	91	655	602	1,257
Total	216	17	233	79	237	316	1,590	1,505	3,095

4.2.3 The table above demonstrates that the total development could generate 233 two-way trips by all modes in the AM peak, 316 in the PM peak and 3,095 across the day, the majority by public transport or on foot. Some 32 two-way taxi trips could be generated per day, and 32 motorcycle trips. The motorcycle trips are assumed to be part of delivery/takeaway movements.

4.3 Baseline Surveys

4.3.1 A site-wide baseline travel survey will take place at the first opportunity following the reoccupation of the existing building (assumed to be after July 2021) or otherwise within 3 months of the new development being occupied and will aim to determine the modal split of users at Full TP commencement.

4.3.2 The results of the survey will be used to ratify the interim modal split targets, which will be included within a revised TP which will be submitted to LBS 1 month after completion of the surveys. LBS will then have 1 month to agree to the content of the TP, including the final modal split targets, after which the TP will be implemented.

4.3.3 The indicative baseline modal splits, based on Census data and TRAVL data are shown below, with no adjustment given for the car-free nature of the site.

Table 4.3 Indicative Baseline Modal Splits – Existing Site

Mode	Retail	Office
London Underground	11%	26%
Train	6%	47%
Bus	6%	9%
Taxi	2%	0%
Car Passenger	0%	0%
Motorcycle	1%	1%
Car	0%	7%
Bicycle	1%	5%
On foot	75%	5%
Total	100%	100%

4.3.4 These modal splits will be updated based on the results of the site-specific travel surveys.

5. Objectives

- 5.1.1 The specific aims of this TP are to ensure management strategies and infrastructure are in place to support sustainable travel choices for users at first occupation with focus given to the most sustainable forms of travel, walking and cycling.
- 5.1.2 The headline objectives of this TP are therefore to:
- Support a low proportion of SOV travel to / from the site for users, in favour of the most sustainable forms of travel, walking and cycling; and
 - Ensure users are aware of the range of sustainable travel options that are available to access the site.
- 5.1.3 The TP will help to deliver several benefits, including:
- Availability of an improved range of travel choices;
 - Health benefits for users walking and cycling more; and
 - More attractive environments around developments.

6. Modal Shift Targets

Interim Modal Shift Targets

- 6.1.1 The indicative modal split above is based on 2011 Census and TRAVL data. The baseline modal split indicates that at least 80% of users will use a sustainable mode of transport, even before considering the new infrastructure, which is likely to encourage further mode shift.
- 6.1.2 The modal split will be identified through travel surveys after occupation of the site, and the resulting data used to determine objective modal split targets.
- 6.1.3 The introduction of a range of measures to support sustainable travel and in particular walking and cycling will result in modal shift.
- 6.1.4 Targets for the scale of modal shift against which the success of the TP can be measured need to be SMART:
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Timed
- 6.1.5 Pending this survey, it is recommended that initial targets for changes in mode share, to be achieved over the 5-year life of the TP, should focus on increasing underground, cycle, and walk trips. **Table 6.1** outlines the indicative mode share targets based on the 2011 Census data.

Table 6.1 Office Mode Share Targets

Mode	Mode Share %	First Year	Third Year	Fifth Year
London Underground	26%	26.8%	27.6%	28.0%
Train	47%	48.4%	49.9%	51.0%
Bus	9%	9.3%	9.5%	9.8%
Taxi	0%	0.0%	0.0%	0.0%
Car Passenger	0%	0.0%	0.0%	0.0%
Motorcycle	1%	0.5%	0.4%	0.2%
Car	7%	5.00%	2.00%	0.50%
Bicycle	5%	5.2%	5.70%	5.80%
On foot	5%	5.2%	4.90%	5.00%
Total	100%	100%	100%	100%

- 6.1.6 Following the baseline travel survey, which will be undertaken within 3 months of occupation of the new building, these interim modal shift targets will be revised to reflect the site and user specific travel characteristics. Revised targets will be included within the TP that will be submitted to LBS 1 month after the survey is complete, for agreement or for revision where necessary.

7. Travel Plan Package of Measures

7.1 Introduction

7.1.1 This section of the document describes the actual TP measures to be implemented at the application site. Such measures have been developed specifically with due regard to the transport conditions at the development site, including existing levels of accessibility by sustainable modes of travel.

7.1.2 In general, measures can be assumed to fall into one of two categories; namely 'hard measures', such as physical facilities built into the scheme, and 'soft measures' such as promotional activities, marketing, and incentives. Both have a part to play in the success of the TP and are discussed below.

7.2 Hard Measures

7.2.1 Hard measures represent elements of the scheme such as adequate cycle parking, lockers, and showering facilities, which are designed in from the outset. Their primary role is to facilitate a modal shift by making facilities available to support 'soft' measures. It is the duty of the TPC to monitor the use of 'hard measures' implemented at the site and consider steps to improve them to better support the objectives of the TP.

7.3 Soft Measures

7.3.1 Soft measures are those that are implemented during the life of the TP, and which do not represent physical measures as those set out above. They broadly include marketing initiatives and campaigns to promote a shift away from the private car (and indeed other motorised travel) to other, more sustainable modes.

7.3.2 Having considered the above, the key measures applied within this TP can be broadly summarised as follows:

- Appointment of TPCs at the application site to oversee and provide central coordination of travel management activities;
- Encouraging walking and cycling amongst all users through the provision of sustainable travel information;
- Encouraging use of public transport amongst all users by providing up to date and relevant travel information; and,
- Promoting participation in local and national sustainable travel-based initiatives including Bike Week and Walk to Work Week.

7.4 Encouraging Walking

7.4.1 Walking will be strongly encouraged as the main mode of travel for shorter journeys or in combination with public transport for longer distance journeys. It will be the TPC's responsibility to encourage users to walk by:

- Acting as a point of contact for users who may be concerned about the condition of local pedestrian routes and liaise with the highway authority to ensure necessary maintenance / improvements.
- Organise participation amongst users in promotional events such as 'Walk to Work Week'.
- Provision of information relevant to local pedestrian routes to the nearest public transport nodes.
- Monitoring the condition of, and demand for, cycle parking provision and end of journey facilities such as lockers and showers.

7.4.2 Information about pedestrian routes and walk distances will be provided via the Welcome Packs.

7.5 Encouraging Cycling

7.5.1 The TPC will encourage users to cycle to and from the application site by:

- Providing information on local cycle routes (including route planning) in the vicinity of the site;
- Inviting users to join a Bike User Group (BUG), allowing less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists;
- Using reasonable endeavours to obtain a discount for users at the local bicycle shop;
- Organising participation in promotional events such as 'Bike to Work Week'.
- Provision of secure cycle parking and changing facilities / showers;
- Arranging and encouraging users to attend cycle training sessions provided by LBS on an annual basis; and,
- Providing and / or promoting Dr Bike maintenance sessions and cycle maintenance training sessions on site.
- Monitoring the condition of, and demand for, cycle parking provision and end of journey facilities such as lockers and showers.
- Promoting the local Santander Cycle hubs.

7.5.2 To help achieve the above, plans will be displayed on noticeboards at the development site and through appropriate social media highlighting the relevant cycle routes or through social media. Copies of the routes will also be contained within the Welcome Pack.

7.6 Encouraging the use of Public Transport

7.6.1 The proposed development provides easy access to public transport modes. As such the 'automatic' mode of transport for users at the application site will largely be public transport. The use of public transport will nevertheless be further encouraged in line with the objectives of this TP. The TPC will encourage all users at the site to use public transport by:

- Acting as a point of contact for users of the site who may have concerns about local public transport services and liaising with LBS and public transport operators.
- Providing information on public transport stops, routes, timetables, and fares from the application site, including advertising service changes as part of the Welcome Pack discussed below.
- Providing personalised journey planners and if appropriate journey planning facilities.

7.7 Personalised Travel Planning

7.7.1 In line with the above, the TPC at the site will act as a contact point for users looking to gain a more detailed understanding of travel opportunities from the site. In delivering this service, the TPC would ensure that all users are aware of the sustainable travel options to / from the site. Users will be able to request assistance from the TPC in planning journeys such that the most efficient and sustainable option can be selected.

7.7.2 The TPC will be responsible for providing information to individual users. This would include:

- Journey planning;
- Cost / Benefit consideration;
- Availability of discount / season ticket schemes.

7.8 Marketing and Promotion of Travel Plan

7.8.1 Marketing and promotion are essential in raising awareness of the existence and aims of the TP. The following section discusses the marketing and promotion measures that will be implemented in detail.

Welcome Pack

7.8.2 At first occupation, all staff will be provided with a 'Welcome Pack' (potentially in the form of online material), which will include the following information:

- Location map of the site;
- A description of distance, time, and (where relevant) routes for travelling from the site to key local destinations on foot, bicycle, and public transport;
- Site specific public transport information including rail and bus timetables for local services;
- Details of any site-specific measures such as Bicycle User Group;
- Details of cycle training

Travel Information Points and Notice Boards

- 7.8.3 An information sheet will be produced and displayed within the on-site notice boards to promote the TP, including specific initiatives associated with it and its objectives.

7.9 Funding

- 7.9.1 The initial funding of all aspects of the TP, including the introduction of infrastructure measures, employing of stakeholders, monitoring and reporting will be the responsibility of the occupier.
- 7.9.2 This responsibility will be maintained for the full life of the TP, until it is discharged. Should this occur, the transfer of responsibility will be notified to LBS.

8. Management

8.1 Appointing a TP Coordinator

- 8.1.1 The successful implementation of this TP will require active participation from all occupiers of the site, which will be fronted by a TP Coordinator (TPC), who will ultimately be responsible for the implementation of the TP at a site wide level.
- 8.1.2 The site is likely to be managed by an appointed management company and it is envisaged that the role of the TPC can be included within this remit, fulfilled within an existing role.
- 8.1.3 It is proposed that the TPC roles and responsibilities will be assigned 3 months prior to initial occupation of the proposed development.
- 8.1.4 Once appointed, the TPC will contact LBS to confirm the contact details and allow a communication channel to be formulated. General responsibilities of the TPC at the application site can be summarised as follows:
- Ensure that identified physical measures have been implemented during construction;
 - Be the central point of contact for site occupants and LBB regarding travel and transport concerns related to the development;
 - Promoting and marketing the TP;
 - Organise travel survey questionnaires;
 - Undertake the monitoring and reporting
 - Providing all users of the site with up-to-date information relating to sustainable travel options as appropriate; and
 - Informing all users of the site of promotional schemes relating to sustainable travel.
- 8.1.5 It is envisioned that one day per quarter will be dedicated to the travel plan by the TPC. The cost of this will be part of a wider facilities manager role, assigned by the appointed management company.

8.2 Consultation

- 8.2.1 The success of the Plan will rely on the support of users of the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators and LBS.

8.3 Promotion

- 8.3.1 All users on the site will be made aware of the existence of the Travel Plan and encouraged to contribute to its implementation. New users should be made aware of the TP at the point of starting using the Consented Development.

8.4 Updating

- 8.4.1 The TP is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the Plan will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.
- 8.4.2 The on-going monitoring programme and the agreed reviews will provide up-dated information that will allow the Plan to be revised, refined, and improved.

8.5 Detailed Travel Plan

- 8.5.1 A full travel survey will be undertaken to firm up on modal split of travel and form the final TP baseline data once the development is fully occupied. It should be noted that due to the site's high PTAL rating, additional car travel is not expected, and any modal shift sought will be to grow sustainable modes of travel, particularly walking and cycling.
- 8.5.2 The results of the travel survey should be added to this TP to produce a Detailed TP. Within 3 months of carrying out the travel survey the updated TP will be submitted to the local authority Travel Plan Officer for approval. The Detailed Travel Plan will subsequently form the basis for further development of the Plan and future monitoring of the progress towards meeting targets.

9. Monitoring

- 9.1.1 Monitoring typically involves assessing the success of the TP against agreed modal split targets, with additional measures to support sustainable travel implemented where these targets are not being achieved.
- 9.1.2 A site-wide baseline travel survey will take place within 3 months of the development being occupied and will aim to determine the modal split of users at Full TP commencement.
- 9.1.3 The results of the survey will be used to ratify the interim modal split targets, which will be included within a revised TP which will be submitted to LBS 1 month after completion of the surveys. LBS will then have 1 month to agree to the content of the TP, including the final modal split targets, after which the TP will be implemented.
- 9.1.4 The monitoring of the TP will occur in the form of travel survey undertaken on the 1st, 3rd, and 5th anniversaries of the TP implementation.
- 9.1.5 The TPC will be responsible for commissioning the surveys and compiling the results, which will include:
- Mode of travel;
 - Journey distance;
 - Cycle parking demand;
 - Bicycle User Group uptake;
 - Pedestrian and cycle infrastructure review;
 - Deliveries and servicing activity
 - Qualitative interview
- 9.1.6 Monitoring reports will be circulated to the appropriate officers at LBS within 3 months of the surveys being undertaken. The monitoring report will include the results of travel surveys and general feedback. The report will include details of measures and initiatives introduced in the past year, plus an outline of planned measures and initiatives that would be implemented in the following year if at all necessary.

10. Action Plan

- 10.1.1 A staged programme for implementation of the TP strategy is required to ensure consistency and ease the process of introducing the TP.
- 10.1.2 Infrastructure measures such as cycle parking and pedestrian infrastructure, will be the responsibility of the applicant, and put in place during construction and fit out. The TPC will be assigned 3 months prior to initial occupation of the proposed development, and will be given responsibility of delivering the TP.
- 10.1.3 Once appointed, the TPC will contact LBS to confirm the contact details and allow a communication channel to be formulated.
- 10.1.4 with all marketing and informative material available to users at first occupation. This material would be regularly reviewed to ensure it reflects up to date information as part of the monitoring strategy.
- 1.1 The anticipated timescales for the TP strategy are summarised in an Action Plan indicated in **Table 10.1**.
- 10.1.5 The initial funding of all aspects of the TP, including the introduction of infrastructure measures, employing of stakeholders, monitoring and reporting will be the responsibility of the occupier.
- 10.1.6 This responsibility will be maintained for the full life of the TP, until it is discharged. Should this occur, the transfer of responsibility will be notified to LBS.

Table 10.1 Action Plan

Action	Timing
Consideration of TP by local highway authority	Following planning submission and during consultation period.
Planning condition/S106 detailing required content and strategy for TP	At planning permission
Appointment of TPC	3 months to occupation of the new building
TPC responsibilities implemented Preparation of Welcome Pack Site Notices Formation of Bicycle User Group Car Club Implementation Walking / Cycling events	TPC Appointment
Baseline Travel Survey undertaken	3 months after occupation of the new building
Baseline Travel Survey results submitted with revised TP, where necessary, including final targets	1 month after Baseline Travel Survey
TP, including final targets, approved by local highway authority. Revisions made where necessary to reflect local highway authority comments.	Within 1 month after revised TP submitted
TP implementation	Ongoing
Travel surveys undertaken	1st, 3rd, and 5th year after TP approval
Monitoring reports, including revised strategies if necessary, submitted to the local highway authority	3 months after surveys undertaken
Applicant TP responsibility discharged	At the end of the 5-year life plan of the Full

11. Securing and Enforcing

- 11.1.1 It is envisioned that the TP will be secured by condition to the planning permission.
- 11.1.2 The majority of the costs will be undertaken by the day-to-day good practice of the building management team.
- 11.1.3 As a central London office development with limited car parking, it is believed highly likely that by design and the building location, sustainable transport modes will account for the overwhelming majority of mode share. In instances of targets not being met, new measures will be set to address the achievement of the targets.

12. Summary and Conclusions

- 12.1.1 This Framework Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of Peer Group Plc (hereafter referred to as “the applicant”) in support of a planning application for the part redevelopment of office floorspace at the Hop Exchange, 24 Southwark Street, London SE1 1TY (hereafter referred to as “the site”).
- 12.1.2 The Framework Travel Plan will ideally be administered by a TPC who will be appointed prior to first occupation and whose objective will be to promote the Travel Plan to achieve an 80% sustainable mode share.
- 12.1.3 The Travel Plan will be continually monitored, and it will additionally be measured annually in consultation with all stakeholders who will approve its contents and fully support the measures being maintained/proposed.
- 12.1.4 In conclusion, this Framework Travel Plan will achieve the objective of maintaining the expected reduction in car journeys to the site, encourage greater use of walking and cycling and provide a mechanism to monitor and control its progress.

FIGURES

- | | |
|------------|----------------------------------|
| Figure 1.1 | Site Context Plan |
| Figure 2.1 | Proposed Long-Stay Cycle Parking |
| Figure 3.1 | Proposed Development Access Plan |
| Figure 3.2 | Cycle Access Plan |
| Figure 3.3 | Public Transport Plan |

APPENDIX A - PLANNING POLICY

A1 National Policy/Guidance

National Planning Policy Framework (March 2012, updated February 2019)

The NPPF outlines an emphasis of sustainable development in national planning and transport policy. The framework states that development proposals should exploit opportunities to maximise the use of sustainable modes of travel for people and goods to support a reduction in greenhouse gases and congestion.

Chapter 4 of the NPPF states that “encouragement should be given to solutions which support reduction in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local authorities should therefore support a pattern of development, which, where reasonable to do so facilitates the use of sustainable modes of transport.” The NPPF states that a Travel Plan is a key tool in facilitating these aims.

A2 Regional Policy/Guidance

New London Plan (2021)

The London Plan emphasises that Travel Plans for major developments should give details of proposed measures to improve non-car-based access, reduce parking and mitigate adverse transport impacts. Workplace and/or residential travel plans should be provided to help deliver sustainable development and be produced in accordance with the relevant TfL guidance. The London Plan recognises that Travel Plans assist in reducing emissions by promoting alternatives to travelling by car.

TfL Travel Planning Guidance

TfL has set development scale thresholds above which a full travel plan should be prepared. This requirement applies to both new developments and extensions of existing sites. Applications for developments at or above the strategic-level thresholds must by default submit an ATTrBuTE-compliant full travel plan.

A3 Local Policy/Guidance

Southwark Local Plan – The Core Strategy 2011

LBS’s Core Strategy sets out detailed policies for managing development in the Borough. The Core Strategy states that “A Travel Plan, outlining sustainable transport objectives, targets and initiatives will be expected to be included within all Transport Assessments.”

Key

-  Existing Pedestrian Accesses
-  New Pedestrian/Cycle Access
-  New Pedestrian Routes
-  Existing Delivery/Service Bay
-  On-street parking

