

# Plymouth Community Diagnostics Centre, Colin Campbell Court

Framework Travel Plan

University Hospitals Plymouth NHS Trust

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## Quality information

<b>Prepared by</b>	<b>Checked by</b>	<b>Verified by</b>	<b>Approved by</b>
Abby Bennett Senior Transport Planner	Kirsty Lees Principal Transport Consultant	Jeremy Douch Regional Director	Jeremy Douch Regional Director

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**Prepared for:**

University Hospitals Plymouth NHS Trust

**Prepared by:**

Kirsty Lees  
Principal Transport Consultant  
E: [kirsty.lees@aecom.com](mailto:kirsty.lees@aecom.com)

AECOM Limited  
Plumer House  
Third Floor, East Wing  
Tailyour Road  
Crownhill  
Plymouth PL6 5DH  
United Kingdom

T: +44 (1752) 676700  
[aecom.com](http://aecom.com)

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# 1. Introduction

## Context

- 1.1 AECOM was commissioned by Universities Hospitals Plymouth NHS Trust ('The Trust') to prepare a Framework Travel Plan (FTP) to accompany the planning application for a new Community Diagnostic Centre (CDC) located at Colin Campbell Court, in Plymouth City Centre. Its location is presented in **Figure 1-1**.

**Figure 1-1: Site Location**



- 1.2 This FTP accompanies a Transport Statement (TS) which has been provided to outline the potential impact of the proposed development on the highway network. The TS concluded that the traffic generation of the development is unlikely to give rise to any issues to the operation of the highway network, certainly not severe in accordance with the NPPF.
- 1.3 This FTP has also been produced to be BREEAM compliant. This means that the Travel Plan has been prepared in line with guidance contained on the BREEAM website, where the aim is *“to recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of reliance on forms of travel that have the highest environmental impact”*. Information regarding BREEAM is contained within **Appendix A, B and C**.

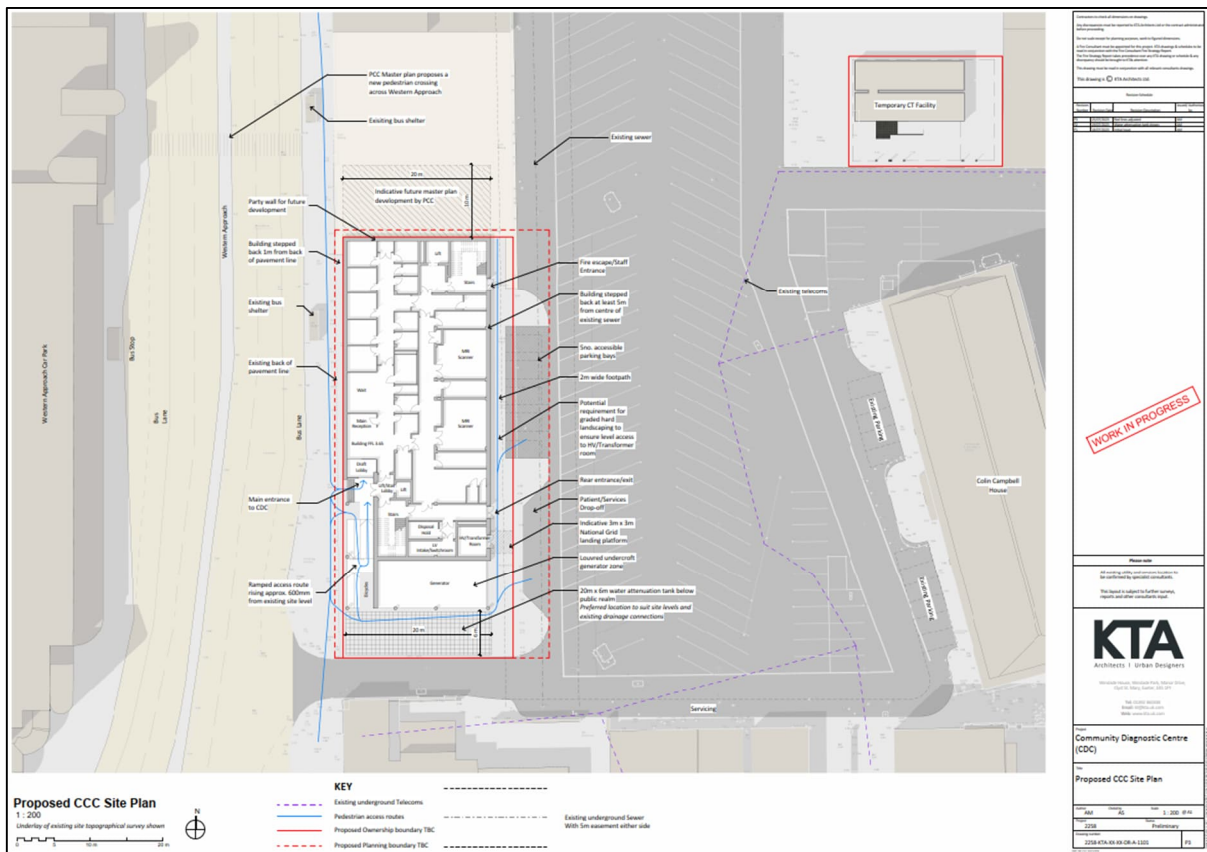
## Proposed Development

- 1.4 The proposals comprise development located at Western Approach, at the southwestern half of the Colin Campbell Court car park. The development site encompasses a vacant brownfield site and a small part of the current car park to provide a new Community Diagnostic Centre (CDC) facility.
- 1.5 CDCs are facilities that provide checks, scans and tests in one place, designed to achieve early diagnoses for patients and timely treatment and intervention. They aim to deliver additional diagnostic capacity by providing quicker and more convenient access for patients and reducing pressure on hospitals.
- 1.6 The Plymouth CDC will provide significant diagnostic capacity in terms of imaging, physiological measurement, pathology, and other services. Patients will come from the Plymouth area to utilise the facility. Specifically, the CDC will provide the following services:

- **Imaging**
  - Computerised Tomography;
  - Magnetic Resonance Imaging;
  - Ultrasound; and
  - X-ray.
- **Audiology**
  - Audiological assessments;
  - Fittings; and
  - Follow-ups.
- **Physiological Measurement**
  - Echocardiography;
  - Vascular Imaging;
  - Electrocardiogram (ECG);
  - Ambulatory blood pressure monitoring;
  - Pacemaker clinic;
  - FeNo and Lung Function Tests, Spirometry including broncho-dilator response, some sleep investigations, Simple field tests; and
  - Neurophysiology.

- 1.7 128 FTE staff will be employed at the facility. It will be open from 07.00 – 19.00hrs daily and it is expected that when it is fully built out 378 patients will attend the site on an average day.
- 1.8 Five parking spaces will be provided on-site for those with accessibility needs along with a drop off area. It is anticipated that those travelling to the premises who wish to park, will do so either within the remainder of the Colin Campbell Court public car park, the Western Approach Pay and Display car park or using the existing short stay parking at Market Way / New George Street which is in close proximity.
- 1.9 18 dedicated secure and covered cycle parking space will be provided on site for staff and visitors. The proposed scheme layout is presented in **Figure 1-2**.

**Figure 1-2: Site Layout**



## What is a Travel Plan?

- 1.10 A Travel Plan (TP) can be defined as a package of measures which are designed to encourage safe, healthy and sustainable travel options. By reducing car travel, Travel Plans can improve health and wellbeing, free up land designated for parking for other uses, and make a positive contribution to the community and the environment.
- 1.11 This document consists of a Framework Travel Plan (FTP). An FTP is a document submitted when there are likely to be multiple occupying organisations, and end occupiers of the development are unknown. It is prepared in anticipation of a full Workplace Travel Plan, to include staff and visitors.

## BREEAM

- 1.12 It is anticipated that the site will be constructed to be BREEAM compliant. As required by the BREEAM scheme, this document therefore provides a site-specific TP that provides a long-term management strategy to encourage more sustainable travel. The FTP includes suggested measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.
- 1.13 The Guidance also recommends that the TP is structured to meet the needs of the particular development and takes into consideration the findings of a site-specific transport survey and assessment that covers the following criteria (as a minimum), as set out in **Table 1-1**.

**Table 1-1: BREEAM Criteria**

### Criteria

- 
- a. Where relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities
- 
- b. Travel patterns and transport impact of future building users
- 
- c. Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;
- 
- d. Reporting of the number and type of existing accessible amenities, within 500m of the site
- 
- e. Disabled access accounting for varying levels and types of disability, including visual impairment
- 
- f. Calculation of the existing public transport Accessibility Index (AI)
- 
- g. Current facilities for cyclists

- 1.14 The Guidance also states that, *“As a minimum, the following measures shall be considered when developing the Travel Plan”*:
- Negotiation with local bus, train or tram companies to increase the local service provision for the development;
  - Provision of a public transport information system in a publicly accessible area;
  - Provision of electric recharging stations;
  - Designation of priority parking spaces for car sharers;
  - Consultation with the Local Authority on the state of the local cycling network and on infrastructure improvements;
  - Provision of dedicated and convenient cycle storage;
  - Implementation of cyclists' facilities;
  - Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas;
  - Restrictions or charging for car parking;



- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Provision of suitable taxi drop-off or waiting areas; and
- Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, for example community centres).

1.15 It should be acknowledged that not all of the measures will be relevant in each instance.

## Report Structure

1.16 Following this Introduction, this report sets out:

- **Policy context** – provides the policy background for Travel Planning in Plymouth;
- **Site Audit** – sets out sustainable travel opportunities at the site;
- **Aims and Objectives** - this chapter provides the aims and objectives of the Travel Plan;
- **Travel Plan Management Strategy** – this section informs on potential measures, the monitoring and action plan proposed;
- **BREEAM Compliance** - a Table is provided in this chapter that sets out BREEAM compliance; and
- **Summary and conclusions.**

## 2. Policy Context

### Introduction

- 2.1 This section provides a policy context for the TP as well as highlighting the best practice guidance used in its development. A full review of policy in relation to transport and the local planning context is contained within the TS accompanying the proposed development.

### National Policy

#### National Planning Policy Framework, NPPF (2021)

- 2.2 The National Planning Policy Framework (NPPF) was first published in 2012 and most recently revised in July 2021. This revised Framework replaces the original document and subsequent revisions, dated July 2018 and February 2019, and sets out the Government's planning policies for England and how these are expected to be applied at a local level. It provides a template within which locally prepared plans for housing and other development can be produced.
- 2.3 The original Framework produced in 2012 brought together around 1,000 pages of planning policy and guidance into a single document. Critically, the document established a 'presumption in favour of sustainable development'.
- 2.4 The revised Framework, 'makes a number of structural changes, in particular dividing the document into clear chapters; incorporates policy proposals on which the Government has previously consulted; and incorporates additional proposals on which this document is consulting'. It is clear that the presumption in favour of sustainable development remains at the heart of the Framework.
- 2.5 The NPPF highlights the importance that transport infrastructure and transport related policies have in facilitating sustainable development and promoting wider health and sustainability objectives. 'Section 9 – Promoting sustainable transport' outlines the key transport policy considerations. It states that transport issues should be considered at the earliest opportunities when planning development so that:
- *"The potential impacts of development on transport networks can be addressed;*
  - *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated;*
  - *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
  - *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
  - *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*
- 2.6 It is emphasised that development should *"give priority to pedestrian and cycle movements", "address the needs of people with disabilities and reduced mobility in relation to all modes of transport", "create places that are safe, secure and attractive" and "designed to enable charging of plug-in and ultra-low emission vehicles in safe, accessible and convenient locations"*.
- 2.7 Importantly for assessing transport impacts of proposals now refers to highway safety as well as capacity and congestion. This change was made in order to make it clear that *"designs should prioritize pedestrian and cycle movements, followed by access to high quality public transport (so far as possible) as well as to reflect the importance of creating well-designed places"*.
- 2.8 The NPPF states that, *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed"*.

- 2.9 In assessing sites that may be allocated for development in plans, or specific applications for development, the document states that:
- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
  - Safe and suitable access to the site can be achieved for all users; and
  - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.10 Importantly, paragraph 109 states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”
- 2.11 Within this context, applications for development should still give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, facilitate access and the use of high-quality public transport, address the needs of people with disabilities and reduced mobility.
- 2.12 It is important that development proposals create places that are safe, secure and attractive, minimising the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards. Developments should also facilitate the efficient delivery of goods, and access by service and emergency vehicles and also designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## Planning Practice Guidance March 2014

- 2.13 On 6th March 2014 the Department for Communities and Local Government (DCLG) launched the planning practice guidance (PPG) web-based resource. This enabled all planning guidance to be provided in a single on-line portal which providing links with NPPF. The PPG contains guidance on Travel Plans, Transport Assessments and Transport Statements in relation to decision taking processes for Local Authorities. The section provides guidance on when a Travel Plan is required, the process for determining the scope of a Travel Plan, what should be included within a Travel Plan and how it should be monitored.

## Manual for Streets 2 (MfS)

- 2.14 The “Manual for Streets” document was launched in March 2007. The document provides guidance on the design of residential streets in England and Wales. A second iteration “Manual for Streets 2: Wider Application of Principles” was subsequently published in October 2010.
- 2.15 The overarching purpose of MfS is to increase the quality of life through good design which creates people-orientated streets. It highlights the importance of interactions between all road users. It states that ‘*Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.*’

## Local Policy

### The Plymouth and South West Devon Joint Local Plan 2014 – 2034 (Adopted March 2019)

- 2.16 The recently adopted Plymouth and South West Devon Joint Local Plan (JLP) is a joint Plan between Plymouth City Council, South Hams District Council and West Devon Borough Council which looks ahead to 2034. The three councils have joined up to create this plan which will replace all previous development plans in each local council and Plymouth to create one document. It integrates with and completes work that was previously being undertaken separately by these three Local Planning Authorities.
- 2.17 The JLP has seven sections with section four setting out the Strategy for the Plymouth Policy Area, considering Plymouth’s strategic role, area-specific strategies for the City’s three growth areas, as well as site allocations.

- 2.18 The Plan also incorporates a range of other longer-term plans and planning processes that have previously been developed separately, including the following:
- Local Transport Plan;
  - Local Economic Strategy;
  - Waste Strategy;
  - Health and Wellbeing strategies;
  - Children and Young Peoples Plan;
  - Sustainable Communities Strategy;
  - Visitor Plan; and
  - Vital Spark Cultural Strategy.
- 2.19 The PCC website states that, *“this coordinated approach will allow the city to have a single voice on its strategic priorities and help all key partners to pull together in the same direction”*.
- 2.20 Provision for Colin Campbell Court is included within Plymouth’s Joint Local Plan (PLY7). Policy PLY7 states that, *“Land at Colin Campbell Court is allocated for high-quality residential led mixed-use development which will transform the western approach to the City Centre and establish a new residential community. Provision is made for in the order of 300 new homes as part of this mix”*.
- 2.21 *“Development should provide for the following;*
- *A positive first impression of the city from Western Approach;*
  - *A more intensive form of development with strong street frontages and a range of active ground floor uses, including retail;*
  - *Ground floor uses which create activity throughout the day and into the evening;*
  - *A more urban scale of development with an average building height of between 5 to 6 storeys with accented and landmark buildings on key corners;*
  - *Alignment of development blocks to the city grid pattern with a network of streets which provide improved connectivity between City Centre and the proposed Millbay Boulevard;*
  - *The retention and refurbishment of the Art Deco Colin Campbell House, where it is practicable and viable to do so;*
  - *High quality public realm throughout the site maximising opportunities to create an accessible public open space as a focal point for the community;*
  - *Improvements to the pedestrian / cycling crossing point across Western Approach;*
  - *Public parking to support the West End, provided in a way which does not dominate the street scene;*
  - *Consideration of the potential to open up Frankfort Gate for vehicular access; and*
  - *Opportunity to better connect the West End of the City Centre with Millbay as part of a scheme to improve the junction of Union Street and Western Approach”*.
- 2.22 It is acknowledged that this development provides a smaller scheme on part of the car park, however the deviation from the aspiration of the Local Plan should be acknowledged. Elements of the above policy, such as improved connectivity and access or public realm improvements remain relevant and should be considered within the context of this proposed development.

## **Plymouth City Council – The Plymouth Plan (2014-2034)**

- 2.23 The Plymouth Plan sets a shared direction of travel for the long-term future of Plymouth, bringing together a number of strategic planning processes into one place. This relates to the city’s transport needs and the aspiration to be a healthy and prosperous city with a rich arts and cultural environment. The Plan thereby incorporates the Plymouth-specific elements of the Plymouth and South West Devon JLP.

- 2.24 Policy HEA6 of the Plan commits to delivering a safe, efficient, accessible, sustainable and health-enabling transport system. This will include delivering the Strategic Cycle Network and facilities for cyclists which encourage both recreational cycling and the greater and inclusive use of cycling as a primary mode of transport. In addition, Plymouth City Council aim to work with regional partners, agencies and public transport operators to deliver an integrated transport system across all modes covering key locations within and adjoining the Plymouth Travel to Work Area.
- 2.25 Policy HEA9 of the Plan relates to delivering accessible health services and clinical excellence. The city will continue to develop as a location of national and international excellence in clinical and medical science, where everyone has access to the health care they need by:
- Focusing on integration and joining up services that benefit the people of Plymouth and those who use local services and improving the sustainability of the health and care system.
  - Ensuring that all communities in the city have access to high quality primary care services, with provision of technology-enabled care where appropriate.
  - Supporting the development and emergence of Derriford Hospital as a regional centre of excellence for clinical specialisms that reflect its strengths, aspirations and the health needs of the people of Plymouth and wider population.

## Plymouth City Council Development Guidelines SPD July 2020

- 2.26 The Plymouth and South Devon Development Guidelines Supplementary Planning Document (SPD) July 2020 was adopted by Plymouth City Council on 22 June 2020, West Devon Borough Council on 9 June 2020 and South Hams District Council on 16 July 2020.
- 2.27 The SPD has been prepared by the three local authorities to amplify and give guidance on the implementation of the policies of the Plymouth and South West Devon Joint Local Plan (JLP). The document will be a material consideration in the consideration of planning applications pursuant to Part 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended.
- 2.28 The SPD is intended to be used by all members of the community, as well as those directly involved in the development industry and the document is divided into sections which reflect the structure of the JLP for ease of reference.
- 2.29 Chapter 8 is concerned with Transport and Infrastructure and the guidance provided within this chapter supports polices DEV29 to DEV31 of the JLP. The SPD notes that the guidance should be considered alongside;
- The NPPF, NPPG and the site-specific policies set out in the JLP;
  - Guidance Note: Residential Parking (2012), The Chartered Institution of Highways and Transportation (CIHT) and the Institute of Highway Engineers (IHE)'s;
  - Manual for Streets: Designing and modifying residential streets and Manual for Streets (2007 and 2010); and,
  - Designing and modifying non-trunk roads and busy streets; and, Design Manual for Roads and Bridges (DMRB).
- 2.30 This site is located within the PCC unitary authority boundary; therefore, PCC are the Local Highway Authority.
- 2.31 In terms of transport, the document provides detail on how developments should be set out and the number of parking spaces for vehicles (including Electric Vehicle Charging) motorcycles and bicycles. It also provides information on Travel Planning and Transport Assessment.

## **Plymouth City Council - Plymouth Local Transport Plan (3) (2011-2026)**

- 2.32 Plymouth's third Local Transport Plan (LTP3) was produced to cover the period 2011 – 2026 and replicates the city's growth agenda as detailed in the Local Development Framework. There are two main parts to LTP3 as detailed:
- Transport Strategy which outlines the local policy and guidance and details the problems and opportunities that exist, and the role transport has in improving peoples' lives.
  - Transport Implementation Plan which outlines the measures that will be developed and potential delivery timeframes and identifies details of the Northern Corridor Whole Route Implementation Plan (WRIP).
- 2.33 The LTP3 states how it will be essential to increase the efficiency of the transport network so that it is environmentally and economically sustainable so as to maximise the benefits of growth. It describes how a more densely populated city with the promotion of sustainable communities and mixed-use development on the main transport corridors provides the opportunity to improve transport infrastructure. It also creates the right environment for increasing the market for public transport and enabling people to choose walking and cycling more often.
- 2.34 One of Plymouth's local transport objectives includes making walking, cycling and public transport the desirable choice by providing more opportunities and encouraging increased uptake of travel by active modes, walking and cycling to promote healthy lifestyles. It also aims to provide an attractive range of travel choices for more people.
- 2.35 Transport considerations and proposals including new infrastructure, improved connectivity, enhancement of public transport provision, provision for walking and cycling, and encouraging the use of sustainable modes have been very important in developing Area Action Plan (AAP) proposals and securing the adoption of AAPs and the Local Development Framework Core Strategy as deliverable.

## **NHS University Hospitals Plymouth NHS Trust Green Travel Plan (2023 – 2028)**

- 2.36 The University Hospitals Plymouth NHS Trust produced an updated Green Travel Plan in November 2023. This 5-year Plan replaces the previous Derriford Hospital Green Travel Plan signed off in 2018 and will be reviewed annually during this time.
- 2.37 In the main the Green Travel Plan, covers the Derriford Hospital site in Plymouth, however offsite locations have also been considered.
- 2.38 The main goals of this Green Travel Plan are to shift travel patterns away from single occupancy car use towards more healthy and sustainable modes of travel and thereby improving the Trust's environmental impact, the health of its employees, and reducing the costs for car park management.

## **NHS University Hospitals Plymouth NHS Trust Sustainable Development Green Plan 2020-2025**

- 2.39 The NHS University Hospitals Plymouth NHS Trust Sustainable Development Green Plan sets out a shared vision for the Trust to work towards 'a greener future'. The plan forms a key part of the Trusts sustainable healthcare strategy to ensure services remain fit for purpose by identifying waste reduction opportunities, financial savings and meeting national priorities such as a reduction in carbon emissions.
- 2.40 The Trusts objectives towards a more sustainable future are to achieve:
- A reduction in the Trust's carbon footprint by 20% by 2025 (and work towards net carbon zero by 2030);
  - 10% net biodiversity gain by 2025;
  - 85% avoidance of waste going to landfill by 2025;

- 70% score in NHS Sustainable Development Assessment Tool (SDAT) by 2025; and
  - Embed sustainability into every Trust service and activity by 2025.
- 2.41 Proposals for transport sustainability within the plan cover a broad strategy ranging from material to behavioural changes. One area targeted by the plan is to change existing vehicles fleets to low emission vehicles by targeting a carbon reduction in the existing Trust fleet of 20% by 2025. Another area aims to utilise Trust-wide staff awareness and engagement campaigns to encourage staff to shift to sustainable modes when travelling to work where possible, thereby reducing staff reliance on petrol and diesel cars to travel to work with a target of a minimum 10% reduction by 2025.
- 2.42 The plan further outlines that the delivery of new building projects should be to net zero carbon standards, in addition to BREEAM or similar accreditation standards. This will be supported by the development of the Trusts own sustainability standard for new build schemes, enhancing the BREEAM standard, to improve environments for patients and staff.

## Travel Plan Guide for Developments in Plymouth<sup>1</sup>

- 2.43 This guide was published in 2019 by Plymouth City Council (PCC). The purpose of this document is to set out clearly how and why Plymouth City Council may require a Travel Plan to be submitted in association with new or expanding developments. This guidance applies primarily to employment and residential developments.
- 2.44 The guide indicates that a Framework Travel Plan is an overarching document or site-wide document. This type of Travel Plan is likely to be requested for large mixed-use developments with multiple occupants. It should establish outcomes, targets and indicators for the whole site.
- 2.45 It should provide a structure to allow for the plan to be managed centrally. It could potentially require individual sites within the overall development to prepare and implement their own individual Travel Plans. The framework Travel Plan should also clarify the outline timeframe for completion and occupation of the development.
- 2.46 The document provides a structure which should be followed in the production of a Travel Plan, as set out below.
- Introduction with context and development details;
  - Policy statement, including any relevant site-specific policies;
  - Site audit and accessibility review;
  - Objectives and targets;
  - Travel Plan Management strategy including monitoring methodology;
  - Key Measures for all site users which should relate directly to the overall aims of the Travel Plan; and;
  - An Action Plan with implementation timescales and budget. If the end users of some aspects of the site are not known interim content will be acceptable provided timescales are given for when firm details will be provided.

## Best Practice Guidance

### Working Together to Promote Active Travel: A briefing for local authorities, published in May 2016

- 2.47 This guide was published in May 2016, by Public Health England, it was produced for transport planners, others concerned with the built environment, and public health practitioners. It examines the impact of current transport systems and sets out the many benefits of increasing physical activity through Active Travel. It suggests that while motorised road transport has a role in supporting the economy, a rebalancing of our travel system is needed.

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<sup>1</sup> <https://www.plymouth.gov.uk/sites/default/files/Transport%20Travel%20Plan%20Guide%20for%20Developments%20FINAL.pdf>

- 2.48 It provides a focus on how Active Travel can be built into everyday life and realise a range of benefits for health, the environment and the economy and suggests a range of practical measures for the promotion of Active Travel from overall policy to practical implementation. It highlights the importance of community involvement and sets out key steps for transport and public health practitioners.
- 2.49 The document recognises that “Walking and cycling are good for our physical and mental health. Switching more journeys to Active Travel will improve health, quality of life and the environment, and local productivity, while at the same time reducing costs to the public purse”.
- 2.50 The document highlights the importance of Travel Plans. It recognises that they are already required for significant new developments such as housing, schools, businesses and healthcare facilities as part of the planning system to demonstrate the impact of such developments on traffic and movement of people. It points to how “Public health and transport planners can work together to ensure that such schemes demonstrate how they support shifts from private cars to forms of active travel, and promote the design of safe and attractive neighbourhoods in which people can move around”.

## The Essential Guide to Travel Planning (DfT, 2008)

- 2.51 Although it is now thirteen years old the DfT publication, ‘The Essential Guide to Travel Planning’ brings together experience built up by a range of businesses to detail the requirements in developing and implementing a Workplace Travel Plan and offers a good insight into developing a good Travel Plan.
- 2.52 The strategy proposed focuses on boosting all the possible alternatives to single occupancy car use, in an effort to reduce car miles. This is identified as having both the environmental and business related benefits, given that in the case of the latter it can reduce congestion and improve productivity, saving both the business and the associated employees money and time.
- 2.53 One of the key messages of the Travel Plan guide relates to how some of the biggest gains can come from reducing the need to travel at all. Analysis should therefore focus on employee locations and determining what can be done to influence travel patterns. This includes the implementation of personalised journey planning and offering services on site which negate the need for journeys during the working day.
- 2.54 The guide outlines what it believes is required to deliver a successful travel plan, including the following:
- Buy-in at the top – Senior management support will be important to ensure the necessary resources are allocated to your travel plan, and that they are seen to be setting an example / leading the way by travelling by sustainable means;
  - Buy-in from the staff – Support from a wide spectrum of staff will be crucial in order to ensure the Travel Plan delivers its potential. To achieve this, the plan must be seen to be fair, there must be seen to be a serious support for change, and effective lines of communication must be developed;
  - Resourcing – A fixed budget must be set aside to cover the operation and delivery of the Travel Plan;
  - A Long Term Strategic approach – A framework must be put in place to ensure that the document is an ongoing strategy, which evolves to meet the changing needs of the business. It is not a one off fix; and
  - Local alliances – There is a need to draw on support available from the Local Authority, as well as work with other local networks of businesses to draw down area wide benefits.
- 2.55 The document provides some evidence which promotes the success of Travel Plan initiatives. Importantly the document recognises that “Travel Plans are so effective for small outlays”. It states that “travel plans often involve only limited capital expenditure, on items such as new cycle shelters, footpaths, bus stops or car park barriers. Mostly they concentrate on improving existing travel choices whilst giving incentives to use more sustainable travel and disincentives to solo car use. This is backed up by information campaigns to inform staff about travel alternatives that offer them realistic options”.
- 2.56 The document reports that, “good Travel Plans have typically succeeded in cutting the number of people driving to work by 15%. This modest sounding percentage translates into a lot of car miles and congestion avoided. For a firm with 2000 staff mainly travelling to work by car this amounts to about one million miles fewer per Year”.
- 2.57 As discussed within the document, Travel Plans reduce traffic most during the key periods on the road network – the rush hour peaks, the difference to congestion is therefore proportionately more beneficial



because the difference between a jammed road and a free-flowing one can be just a small amount of traffic that tips it over capacity.

## Summary

2.58 It is clear that the promotion of Travel Planning to promote active and sustainable travel is integral in all levels of policy from national to local government. It is promoted as a way of reducing the impact of traffic on the local environment and also the benefits of physical activity. The benefits of sustainable travel are widely reported in the policy documents and also in the best practice guidance.

## 3. Site Audit

### Introduction

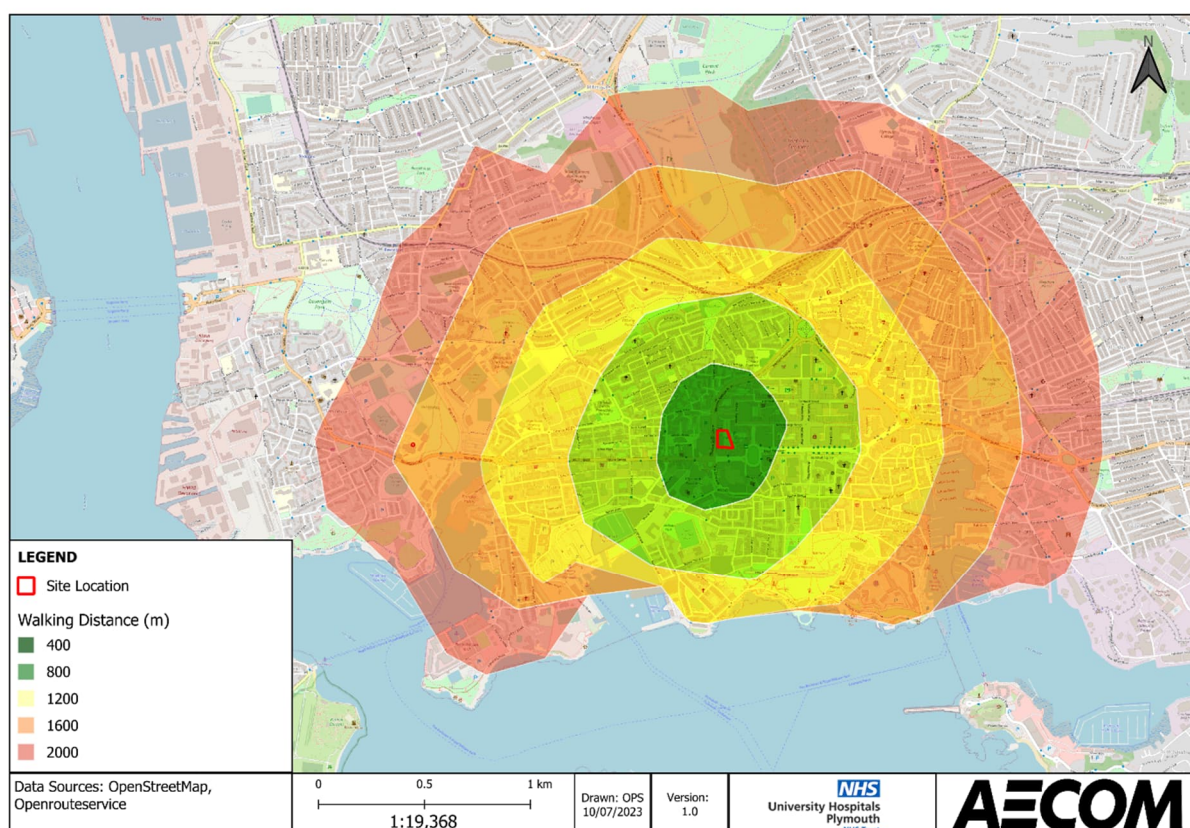
- 3.1 One of the functions of a Travel Plan is to provide details of the sustainable attributes and accessibility of a given location, alongside details including access and parking. This chapter provides details of a site audit undertaken at the site.

### Access by Sustainable Modes

#### Walking and Cycling

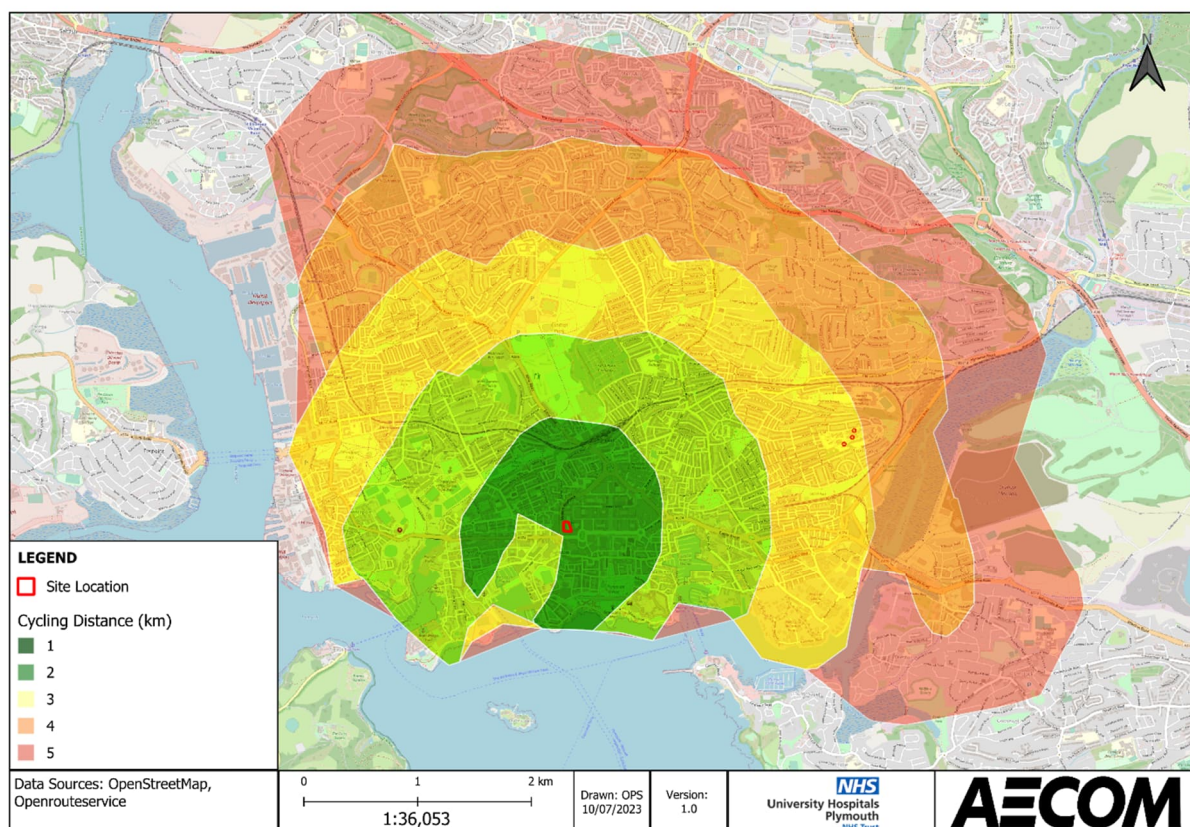
- 3.2 The car park can be accessed on foot via the A373 Western Approach and Market Avenue. However, there are no existing pedestrian facilities in place, such as footpaths or crossing points at either of the accesses or throughout the existing car park. Street lighting is available both within the car park and at the access points.
- 3.3 **Figure 3-1** and **Figure 3-2** present the distance from the proposed site which can be accessed by foot within 2km<sup>2</sup> and by bike within 5km, representing an approximate 25 minute journey time.

**Figure 3-1: Walking Isochrones**



<sup>2</sup> A 2km distance has been used for walking as this has been based on 5-minute walking time intervals as a proxy for 400 metre intervals. The tool used to produce the intervals did not use measurements of less than 1 km, however further detail was needed for the walking isochrones. Therefore, using an assumed walking speed of 1.4 m per second, time was used instead of distance to differentiate intervals. Based on the above speed assumption, walking 84 metres would take one minute.  $400 \text{ (referencing 400 metres)} / 84 \text{ equates to } 4.76$ , therefore, by rounding this figure up, 5 minute intervals were used as a proxy for 400 metre intervals.

**Figure 3-2: Cycling Isochrones**



- 3.4 This demonstrates that a range of local amenities and public transport services are available near the proposed site, including Drake Circus and Plymouth Railway Station and are within recommended walking or cycling distances.
- 3.5 As the majority of the City Centre is pedestrianised there are multiple routes to and from the premises. Footways route the length of Western Approach with signalised crossings to the north and south of the proposed development site.
- 3.6 Cyclists are able to use the dedicated bus lanes on the A374 Western Approach in order to access the car park, but some cyclists may prefer to reach the car park from Market Avenue as it provides a lower traffic route. However, there are not currently any cycle parking spaces within the car park.
- 3.7 Two National Cycle Network (NCN) Routes run through Plymouth, NCN 27 which runs along Millbay Road approximately 500m to the southwest of the site and NCN 2 which runs along North Road West approximately 700m to the north of the site. NCN 27 connects north eastern Plymouth, along the coast to the west side of Plymouth city centre, while NCN 2 links Ivybridge, Plympton and Plymouth.

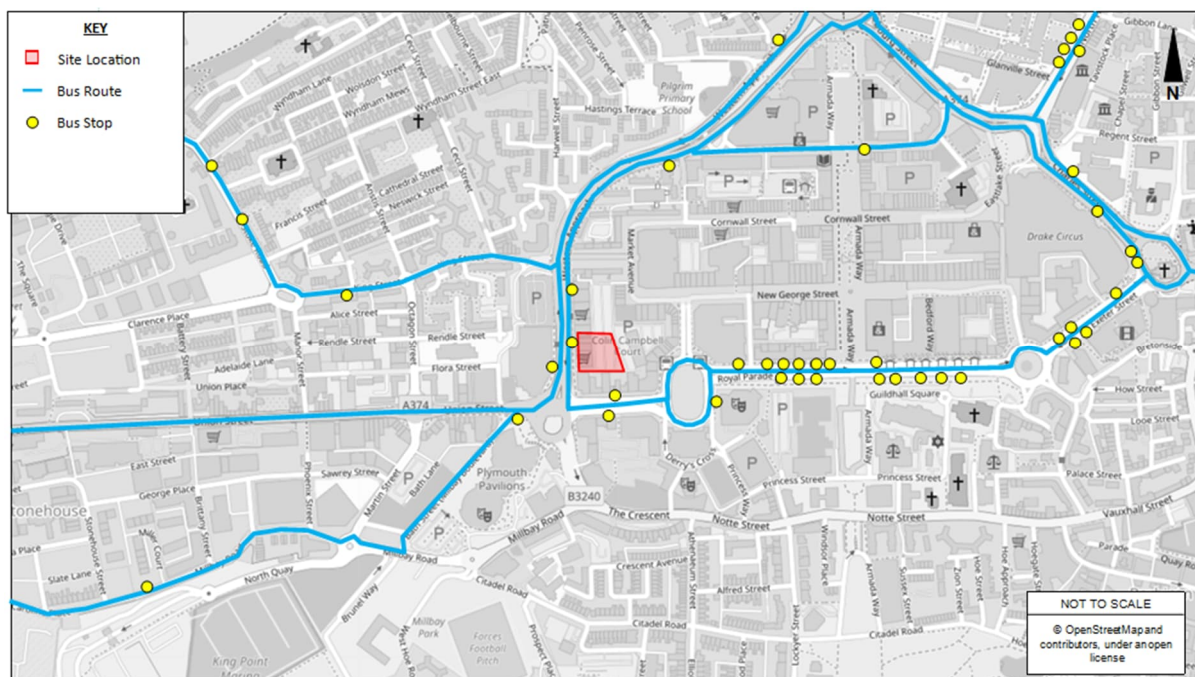
## Access by Public Transport

### Bus

- 3.8 The site has good access to bus routes with the nearest pair of bus stops (Western Approach Stop 1 and 2) to the premises being situated on the A374 Western Approach approximately 50m and 80m north of the site access (A374 Western Approach) respectively.
- 3.9 Four bus services call at Western Approach Stop 1 and route to destinations including Tavistock, Plympton and Plymouth City Centre. Western Approach Stop 2 provides access to 24 bus services to destinations such as Mount Batten, Derriford and Sherford.
- 3.10 The main bus corridor in Plymouth is situated on Royal Parade and has a total of 16 bus stops that offer a wide range of services across Plymouth and the surrounding areas. The Royal Parade is accessible within 400m east of the site, reached by a 5 - 10 minute walk, as shown in **Figure 3-1**.

3.11 The nearest bus stops and routes are shown on **Figure 3-3**. **Figure 3-4** is replicated from the PCC website and provides an indication of the number of services that use Western Approach. With a few exceptions, all buses from the north and west of the city, and some from the east, travel along Western Approach.

**Figure 3-3: Local bus stops and services**



3.12 The nearest bus stops on Western Approach south-bound are on-road, within the bus lane, and therefore any waiting bus will temporarily block the passage of another. However, as these stops serve Royal Parade, which is essentially the terminus for most services operating within the City (as can be seen on **Figure 3-4**), existing stops are more likely to be used for passengers alighting a bus and not waiting to board as they will only be able to travel to two further stops.

Figure 3-4: Bus services in Plymouth



3.13 **Table 3-1** provides a summary of the bus services which are available from bus stops on the A374 Western Approach, which is within walking distance of the proposed site (as presented in **Figure 3-3**).

**Table 3-1: Local bus services**

Service Number	Bus Route	Weekday Frequency
20 / 20A	Plympton – Lee Mill – Ivybridge – Royal Parade	Every 60 minutes
48	City Centre to Wembury via Cattedown, Plymstock	Every 60 minutes
42 / 42A / 42B / 42C	City Centre to Derriford Hospital / Mainstone / Woolwell / Tamerton Foliot via Mutley - Mannamead - Derriford Hospital	Every 10 – 20 minutes
1 / 1A	Plymouth – Tavistock	Every 20 minutes
8 / 9	City Centre to Efford via Lipson Vale	Every 15 minutes
11	Plymouth – Bodmin Parkway - Padstow	Every 60 minutes
12 / 12A	Plymouth to Bude via Saltash, St Mellion, Callington, Stoke Climsland, Launceston, Whitstone	Every 60 minutes
13	City Centre to Saltash Passage via Weston Mill	Every 60 minutes
16	City Centre to Kings Tamerton via North Prospect, Kings Tamerton, North Prospect, Milehouse	Every 30 minutes
2 / 2A	Saltash to Mountbatten Pier via Plymstock Broadway	Every 15 minutes

27	City Centre to Eggbuckland & Crownhill via Higher Compton, Deer Park, Culver Way	Every 60 minutes
33	Royal Parade to Ford and Keyham via Railway Station, St Levan Road, Admiralty Street, Station Road, St Levan Road, Railway Station	Every 30 minutes
35 / 35A	City Centre to Ham & Beacon Park via Mutley, Peverell, Ham Green, Merrivale Road, Peverell, Mutley	Every 30 minutes
43	City Centre to Ernesettle via Milehouse, St Budeaux	Every 20 minutes
44	City Centre to Whiteleigh & Holly Park via Mutley, Crownhill	Every 30 minutes
48	City Centre to Wembury via Cattedown, Plymstock	Every 60 minutes – First bus at 10:15
50 / 51	Derriford to Derriford via Estover, Leigham, Milehouse, St Budeaux, Transit Way, Crownhill	Every 20 minutes
70 / 70A / 70B	Plymouth (Royal Parade) to Cremyll via Stoke Village, Torpoint, Cawsand, Millbrook	Every 60 minutes
72 / 72A	Plymouth to Polperro via Saltash, Looe	Every 60 minutes
60 / 61	Plymouth to Efford via Honicknowle	Every 30 minutes
36	Plymouth to Devonport via City College	Every 10 – 30 minutes
59	Plymouth to Southway via Shaugh Prior	Every 180 minutes
200	Plymouth - Coypool Park & Ride	Every 20 minutes

## Rail

3.14 Plymouth Railway Station is located at North Cross, approximately 1km from Colin Campbell Court. The station is on the cross-country Penzance to Edinburgh line and is managed by Great Western Railway. It offers connections to London Paddington, Penzance, Exeter, the Midlands and Northern England, as well as more local destinations.

## Services and Amenities

3.15 The site is located in Plymouth City Centre and therefore there are a wide range of services and amenities within close vicinity, including a selection of café's, takeaways and restaurants, as well as retail stores, banks, health facilities and leisure facilities.

3.16 **Table 3-2** summarises the range of local facilities within walking and cycling distance of the site.

**Table 3-2: Local Amenities**

Local Facilities	Approximate from Site (m)	Distance	Walking Time (mins)	Cycling Time (mins)
Premier Convenience Store	180		2	>1 minute
Cornwall Street Fish Bar	240		3	1 minute
Premier Inn Plymouth City Centre	350		4	1 minute
Post Office – in WHSmith	350		4	1 minute
Boots Pharmacy	350		4	1 minute
Theatre Royal Plymouth	450		5 ½	1 ½ minutes
Open POD Electric Charging Point	450		5 ½	1 ½ minutes
St Peter's Primary School	550		6 ½	2 minutes
Nationwide Building Society	550		6 ½	2 minutes

Notes: 1) Average walking speed of 1.4m/s has been assumed.

2) Average cycling speed of 5.5m/s has been assumed.

3) Distances measured from the centre of the site along publicly accessible routes

## Accessibility Index

- 3.17 BREEAM is a scheme for assessing the sustainability credentials for the built environment. BREEAM guidance states the requirement for the calculation of an Accessibility Index (AI).
- 3.18 This calculation has therefore been undertaken for this site using the AI calculator and associated methodology contained within the BREEAM guidance.
- 3.19 The assessment involves establishing the average number of bus and rail services per hour from the compliant transport nodes during a site's operating hours. A 13-hour operating period (from 07:00hrs to 20:00hrs) has been used for the CDC. Compliant transport nodes are those within 650m of the site, of which there are no rail stations within the vicinity. In the case of bus services, those which are duplicated across compliant bus stops have been considered only once in the calculation. For bi-directional services, average frequency has been calculated for one direction only.
- 3.20 The AI calculations and the bus nodes and services considered as part of the assessment are included in **Appendix B and C**.
- 3.21 The input frequencies of services from compliant nodes results in an AI of 24.81, which according to BREEAM guidance, is sufficient to achieve 5 out of a possible 5 credits (for this building type).

## Summary

- 3.22 The site is located on one of the highest frequency bus corridors in the city and there are a number of stops located within walking distance. In terms of cycling, there is a good level of provision of infrastructure within close proximity of, and indeed adjacent to, the premises, highlighting the potential for cycling to replace short car journeys to and from the site.
- 3.23 The premises is located in close proximity to residential areas and a wide range of complementary land uses. In terms of the sustainable transport network, there are good quality pedestrian, cycle and public transport links to and from the area.

## 4. Aims and Objectives

### Introduction

- 4.1 Plymouth City Council's Travel Planning guidance requires that a Travel Plan should include a summary of the key objectives and targets. It states that *"development related Travel Plans, targets should initially be set for a five year period unless agreed otherwise, with interim targets where necessary. Such targets should accord with any such trip reductions assumed within the Transport Assessment / Statement submitted for the development"*.
- 4.2 This section covers the key aims and objectives of the Framework Travel Plan.

### Aim

- 4.3 This Travel Plan aims to influence transport movements made by patients and employees of the development. The aim of this Travel Plan is to ensure that the number of trips undertaken by walking, cycling, car sharing and public transport to and from the facility is maximised, while ensuring that the Travel Plan meets the needs of all users of the site.

### Objectives

- 4.4 In pursuit of these aims it will be important for the Travel Plan to meet the following series of objectives in order to achieve a reduction in car use, and the uptake of cycling, walking and public transport:
- Encourage opportunities for alternative non-car travel modes;
  - Reduce car dependency;
  - Ensuring that all site users are aware of the travel opportunities available to them;
  - Supporting mobility needs of all users; and
  - Supporting the use of active travel modes.
- 4.5 These aims and objectives will be met through the delivery of the Travel Plan and commitment to the overall process and promotion at the site.



# 5. Travel Plan Management Strategy

## Introduction

- 5.1 PCC's Travel Planning Guidance requires a clear management and delivery structure, including identifying the Travel Plan Coordinator (TPC). This should also cover the resources allocated for Travel Plan implementation, how the Plan will be managed and the related marketing strategy.
- 5.2 Travel planning measures will be based on influencing the travel behaviour of employees and patients / visitors. A number of measures have been prepared, targeted at the anticipated future users of the development, which aims to support the design and encourage the use of the infrastructure provided in the local area. The actual measures to be implemented at the facility will be confirmed after the completion of a travel survey. This section provides some suggested measures.
- 5.3 The following measures are all aimed at reducing the reliance on the private motor vehicle and meeting the aims and objectives set out in Chapter 4. This chapter outlines the measures, and the supporting marketing and promotion techniques, that will be put forward for this site.

## Suggested Measures

- 5.4 Any Framework Travel Plan should set out a range of measures to support and encourage the take up of sustainable travel. Any proposed measures should be appropriate to the type and size of development and must be sufficient to foster successful modal shift in line with the objectives and targets for staff and visitors.
- 5.5 This document presents a Framework Travel Plan, therefore the measures suggested are strategic in nature. Once a site travel survey has been completed six months after opening and a Full Travel Plan produced, measures will be targeted to the users of the premises.
- 5.6 This development is effectively car free, with a number of spaces for disabled users and for drop off only. Therefore, people will need to travel to the facility using other modes or pay for parking in local car parks. As such, the range of measures presented reflects this.

## Travel Plan Coordinator

- 5.7 A TPC will be appointed to oversee the implementation of the Plan. The key responsibilities of the TPC are as follows:
  - Be the first point of contact for employees wishing to find out more about TP initiatives;
  - Operate or hold responsibility for initiatives, for instance, ensuring that public transport information is disseminated to staff, patients and visitors and is kept updated;
  - Coordinate the monitoring and evaluation process;
  - Update and take ownership of the Action Plan;
  - Identify and develop additional travel initiatives as required;
  - Liaise with the Local Highway Authority and local transport operators to obtain travel information and resources to improve the TP; and
  - Liaise with external groups, including sustainable travel organisations (such as Sustrans) and other Trusts with an active TP, to develop new approaches and share initiatives.

## Marketing and Promotion

- 5.8 Often the provision of information can help individuals to try different modes of travel, therefore the TPC will investigate a range of walking and cycling events that can be held on site. This will serve to increase the visibility of the TP for all users of the facility and could encourage temporary or permanent mode shift.
- 5.9 The TPC will be expected to communicate the TP and promote it to all users of the facility through:
  - Raising awareness of sustainable travel options, though providing information to staff and patients;

- Promoting individual measures and initiatives; and
  - Disseminating travel information to users of the site on an ongoing basis
- 5.10 Information will be provided on travel noticeboards in prominent locations across the facility and also online or by email, through steering / working groups and through dedicated events.
- 5.11 It is widely regarded that the best time to influence a person's travel behaviours is at a life change or change in circumstances, for example, starting a new job. By presenting the full range of options regarding travel choices available to that person, they are able to make a well-informed decision prior to previous behaviours or perceptions becoming engrained in their new routine.
- 5.12 Therefore, it is proposed that all new members of staff are provided with travel information prior to their first day. This will contain a range of travel information including public transport timetables, details of walking / cycling facilities provided on-site and maps of the wider network. Patients and visitors will also be given information before visiting the facility.
- 5.13 Travel planning events could also be held at the site to promote sustainable travel. Examples of the types of events that could be held on site include: Walk to Work Day, Bike Week and cycle training workshops. Events which provide incentives for participation are much more likely to be successful; likewise with events that incorporate a 'challenge' or competition element

## Measures to promote active travel

- 5.14 Walking and cycling modes provide an opportunity to travel in an active and sustainable way for shorter journeys, typically those less than two kilometres for walking and five kilometres for cycling. The site audit provided in Section 3 identifies a strong level of existing walking and cycling infrastructure in the local area.
- 5.15 Cycle parking will be provided in line with PCCs cycle parking standards, for the proposed development. Secure and covered cycle parking will be provided for staff in visible locations on the site with good natural surveillance. Separate parking will also be provided for visitors close to the entrance of the premises.
- 5.16 In conjunction with appropriate cycle parking, facilities will be provided on-site to the benefit of those who cycle to work. This includes lockers, changing and shower facilities.
- 5.17 Walking and cycling resources including leaflets and links to advice will be provided by the TPC on request and displayed on information boards and online as appropriate. The TPC will also investigate the use of the 'Cycle to Work Scheme'.

## Measures to encourage public transport use

- 5.18 This site is located in a very sustainable location in Plymouth city centre, next to a frequently served bus stop. It is therefore well placed to take advantage of public transport travel.
- 5.19 Bus and rail timetables will be provided across the full range of information channels identified in this TP. The TPC will be responsible for obtaining relevant resources and ensuring that they are kept up to date. The TPC can liaise with the PCC Transport Officers for assistance.

## Site Management

- 5.20 Deliveries to the premises will be managed so that they do not impact on the safe operation of the site. Upon making appointments patients will be told that parking is unavailable and links to public transport resources will be provided as appropriate.

## Action Plan

- 5.21 An Action Plan should be provided within any TP, summarising the programme of measures, targets, roles and responsibilities, and timescales. The Action Plan should focus on the implementation and delivery of the TP.
- 5.22 This section sets out an Action Plan (laid out in **Table 5-1**) for the proposed development, following the determination of site occupiers.

**Table 5-1: Action Plan**

Action Type	Action	Responsibility	Timeframe
Management	Appoint a Travel Plan Coordinator (TPC) and ensure they are fully briefed on the Travel Plan Aims, Objectives and Measures	TPC	Prior to occupation
	Undertake a baseline travel survey (Employees and patients)	TPC	6 months after occupation
Facilities	Ensure shower, changing and locker facilities are available to those who will be allocated to work within the proposed development.	Developer / Site Occupier	Prior to occupation
	Cycle parking to be provided for staff and visitors	Developer / Site Occupier	Prior to occupation
Marketing	Ensure notice boards are provided within the new buildings populated with relevant information and up to date links provided to staff detailing online travel resources. Notice boards could be located within the staff space and at each entrance to the site for visitors.	TPC	Prior to occupation
	Ensure any new staff members are provided with relevant travel information as part of their welcome packs and are given access to any staff travel pages.	TPC / HR	Prior to occupation / on-going
Monitoring and Review	Monitor the progress of the Travel Plan and conduct surveys to assess any changes in travel habits	TPC	On-going

## Monitoring and Review

- 5.23 PCCs Travel Plan Guidance recommends that a Travel Plan should include a monitoring and review strategy with related targets that are SMART (Specific, Measurable, Achievable, Realistic, Time bound).
- 5.24 As this is a new development, it is proposed that an online travel survey will be undertaken within six months following occupation for staff, and every two years thereafter for a period of five years in years one, three and five. Targets will be set following the baseline travel survey, to include a Target for Year 5, and interim targets for Years 1 & 3.
- 5.25 A visitor survey will be undertaken at the same time as the staff survey. It is likely that this survey will be paper based.
- 5.26 The content of the survey will be agreed with PCC prior to commencement.

## 6. Summary and Conclusions

- 6.1 AECOM was commissioned by the Universities Hospitals Plymouth NHS Trust to prepare a Framework Travel Plan (FTP) to accompany the planning application for a new Community Diagnostic Centre (CDC) located at Colin Campbell Court, Plymouth.
- 6.2 The FTP provides a site audit, details of the aims, objectives and measures of the Travel Plan and an Action Plan.
- 6.3 This site is located in an extremely sustainable town centre setting with excellent access to an established network of footpaths and in immediate proximity to a number of bus stops providing access to bus services with high frequencies of service.
- 6.4 No car parking will be provided at the facility for anyone other than for drop off purposes and for disabled users. It can therefore be considered to be car free. This by its very nature makes the development reliant to an extent on sustainable travel modes.
- 6.5 The FTP accompanies a Transport Statement (TS) which was produced to look at the transport impact of the scheme and shows that the anticipated traffic generation is unlikely to give rise to any issues to the operation of the highway network, certainly not severe in accordance with the NPPF.
- 6.6 The proposed development will be BREEAM compliant and aims to gain credits for sustainable travel for a Travel Plan. The Accessibility Index (AI) calculation has been included in Chapter 3 and sets out that the proposed development should achieve 5 out of 5 credits.

# Appendix A BREEAM Compliance

## Context

The development is expected to be BREEAM compliant. The guidance relating to transport in BREEAM is contained in the BREEAM Guidance notes<sup>3</sup>, which outlines the requirement for a 'Travel Plan'. It states that, 'To recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact'.

It is anticipated that the proposed development will be constructed to be BREEAM compliant. In order for the development to gain credits for transport therefore, it needs to meet criteria as set out in the BREEAM guidance specific to that development. This project is being assessed under the BREEAM UK New Construction (NC) version (v.) 6.1.

**Table 1: BREEAM Credits**

Credit	Description	Credits Available
TRA 01 – Transport Assessment and Travel Plan	Recognising developments in proximity to good public transport networks, thereby helping to reduce transport related pollution and congestion	2
TRA 02 – Sustainable Transport Measures	Recognising developments in close proximity of, and accessible to, local amenities which are likely to be frequently required and used by building occupants	10

The remainder of this appendix will provide evidence to show compliance with TRA 01 and TRA 02.

## Travel Plan

BREEAM Guidance requires that a site-specific TP is produced that provides a long-term management strategy which encourages more sustainable travel. The TP should include measures to improve more sustainable modes of transport and movement of people and goods during the building's operation.

Two credits are available for 'Transport Assessment and Travel Plan. The guidance states that, *'No later than concept design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can be used to influence the site layout and built form'*.

The site-specific travel assessment should cover as a minimum the measures set out in **Table 2**,

**Table 2: BREEAM measures**

### Measures

a: If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

b: Predicted travel patterns and transport impact of future building or site users.

c: Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;

d: Reporting of the number and type of existing accessible amenities, within 500m of the site

e: Disabled access accounting for varying levels and types of disability, including visual impairment.

f: Calculation of the existing public transport Accessibility Index (AI)

g: Current facilities for cyclists

<sup>3</sup> <https://kb.breeam.com/section/3-general-technical/guidance-notes/>

The guidance also states that

*'Following a Transport Assessment, develop a site specific Travel Plan that can provide a long term management strategy which encourages more sustainable travel the travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the buildings operation'.*

*If the occupier is known, involve them in the development of the Travel Plan*

*Demonstrate that the Travel Plan will be implemented and supported by the building management in operation.*

## BREEAM Compliance

It is confirmed that this Travel Plan has been developed as part of the feasibility and design stages of the proposed building and considers all types of travel relevant to the building type and users.

**Table 3** below provides details of the location of the required information required, to demonstrate compliance with the BREEAM scheme.

**Table3: BREEAM Compliance**

Criteria	Location of information
a: If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	Staff are unknown
b: Predicted travel patterns and transport impact of future building or site users.	Transport Statement - Chapter 5 – Proposed Development
c: Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Framework Travel Plan – Chapter 3 – Site Audit
d: Reporting of the number and type of existing accessible amenities, within 500m of the site	Framework Travel Plan – Chapter 4 – Site Audit and Appendix B
e: Disabled access accounting for varying levels and types of disability, including visual impairment.	Transport Statement Chapter 5 – Proposed Development
f: Calculation of the existing public transport Accessibility Index (AI)	Framework Travel Plan– Appendix B
g: Current facilities for cyclists	Framework Travel Plan – Chapter 3 – Site Audit
Following a Transport Assessment, develop a site-specific Travel Plan that can provide a long term management strategy which encourages more sustainable travel the travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the buildings operation'.	This Travel plan is a site-specific document. It has been produced following the production of a Transport Statement, it provides an action plan as a long-term management strategy
If the occupier is known, involve them in the development of the Travel Plan	A draft of this Travel Plan was sent to the project team for review
Demonstrate that the Travel Plan will be implemented and supported by the building management in operation	A travel plan coordinator will be employed to deliver the action plan.

The BREEAM guidance recommends that the 'Travel Plan includes a package of measures that have been used to steer the design of the development in order to meet the travel plan objectives and minimise car-based travel patterns. **Table 4** provides evidence of where these facilities / measures are available or have been considered.

**Table 4: BREEAM Recommendations**

BREEAM Recommendations	Evidence
Restrictions or charging for car parking	The proposed development will not provide car parking except for disability spaces
Provision of electric recharging stations	The proposed development will not provide car parking, apart for accessible parking.
Provision of public transport information in a publicly accessible area	Public transport information will be provided on notice boards on-site and online
Consultation with the Local Authority on the state of the local cycling network and on improvements	Not required due to location of development site
Provision of dedicated and convenient cycle storage	Secure cycle parking will be incorporated into the development
Provision of cyclist's facilities	Cycle facilities will be provided
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Landscaped areas will be provided
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	Site has been designed to be friendly to pedestrians and cyclists
Ensure rural building have appropriate access to transport to serve the local community adequately (where procured to do so, such as a community centre)	Not applicable

## Accessibility to Local Facilities

Due to its city centre location, a number of complementary facilities are provided close to the site premises including food, retail, a post office, and a pharmacy.

Suggested recommended walking distances are provided by the Chartered Institute of Highways and Transport (CHIT) within their *Guidelines for Providing Journeys on Foot* (2000) document and replicated in **Table 5** for information.

**Table 5: Suggested Acceptable Walking Distances (CIHT, 2000)**

	Town Centres (m)	Commuting /School Sight Seeing (m)	Elsewhere (m)
Desirable	200m	500m	400m
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: *Guidelines for Providing Journeys on Foot, CIHT, 2000*

Details of facilities close to the proposed CDC are provided in **Table 6**.

**Table 6: Accessibility to Local Facilities**

Amenity	Evidence	Approximate Distance from Site (m)
Appropriate Food Outlet	McDonald's	250m
	KFC	200m
	Plymouth Pannier Market	200m
	Union Rooms	135m
	Leandra Restaurant	245m
	Pizza Express	309m
	Burger King	203m
	Subway	350m
	Dunya Restaurant	360m
	Premier Store	200m
Access to Cash	Cash Machine (Tesco)	604m
Access an outdoor open space	Millbay Park	480m
	Victoria Park	939m
	Plymouth Hoe	988m
Access to a recreation or leisure facility	McCauleys Gym	250m
Publicly available postal facility	Post Office	350m
Over the counter services associated with a pharmacy	Boots	342m
Public Sector GP surgery or general medical centre	Adelaide Street Surgery	750m
	Armada Surgery	670m
	North Road West Health Centre	932m
Childcare facility or school	Pilgrim Academy Primary	675m
	Tops Day Nursey	750m
	St Andrews CofE Primary School	670m

## Accessibility Index

A requirement of the BREEAM process is the calculation of an Accessibility Index (AI) for the proposed development. An assessment of the AI of the site has been undertaken in line with the AI calculator and associated methodology contained within the BREEAM guidance.

The assessment involves establishing the average number of bus and rail services per hour from compliant transport nodes during a site's operating hours. The guidance specifies a five-hour operating period (07:00hrs to 20:00hrs) as the default hours of operation for a typical day for a 'Healthcare' site. Compliant transport nodes are those within 1km of the premises for rail and 650m for bus.

The AI calculations and the bus nodes and services considered as part of the assessment are included in **Appendix B and C**.



# Appendix B BREEAM Calculations

# Appendix C Accessibility Index

