

APPENDIX

F

RESIDENTIAL TRAVEL PLAN

Centre Point

Residential Travel Plan

Report

May 2012

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APPENDICES

A ATTRIBUTE ASSESSMENT

1 Introduction

Background

- 1.1 This draft Residential Travel Plan (RTP) has been prepared by Steer Davies Gleave on behalf of Almacantar for the refurbishment, extension and alteration works at Centre Point Tower, Centre Point House and the Centre Point Link, located at 101-103, New Oxford Street, London, WC1A 1DD. Details of the author of this RTP are provided on the control sheet at the back of the document.
- 1.2 The RTP covers the entire residential element of the proposed development which is above the strategic-level threshold. The end occupiers (the residents) are always known at this stage, therefore, a full Travel Plan has been produced. A Residential Management Company (RMC) will be appointed prior to occupation of the units to manage this RTP for Centre Point. A Framework Travel Plan has been prepared for the other commercial uses at the proposed development.
- 1.3 Almacantar (or successor in title) and the RMC will appoint a Travel Plan Coordinator (TPC) prior to occupation who will work approximately 1 day per month and liaise directly with residents. The appointed TPC will work with Almacantar and RMC to update the interim travel plan targets within 7 months of occupation, following the completion of baseline surveys (within 6 months of occupation or 75% occupation).
- 1.4 This RTP has been prepared in accordance with the latest best practice guidance produced by Transport for London (TfL), *Travel Planning for New Development in London* (March 2011). A separate strategic-level Framework Travel Plan has also been prepared for the proposed retail and commercial elements of the development.

Travel Plan Context and Scope

- 1.5 This RTP considers all aspects of travel behaviour to, from and within the site, including:
 - 1.5.1 Travel to/from work;
 - 1.5.2 Visitor travel; and
 - 1.5.3 Servicing and waste trips.
- 1.6 A Delivery and Servicing Plan (DSP) is included at Appendix F of the Transport Assessment, submitted as part of the planning application. A summary of the key DSP measures are provided within this RTP.

Travel Plan Structure

- 1.7 This Travel Plan is divided into eight parts:
 - 1.7.1 Chapter 1: Introduction;
 - 1.7.2 Chapter 2: Site Context, including an overview of the development proposals;

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- 1.7.3 Chapter 3: Policy and Best Practice;
 - 1.7.4 Chapter 4: Site Assessment;
 - 1.7.5 Chapter 5: Delivery and Servicing Plan
 - 1.7.6 Chapter 6: Travel Survey;
 - 1.7.7 Chapter 7: Objectives and Targets;
 - 1.7.8 Chapter 8: Travel Plan Management;
 - 1.7.9 Chapter 9: Measure and Action Plan; and
 - 1.7.10 Chapter 10: Monitoring and Review.
- 1.8 The ATTrBuTE software will be used to assess the content of the RTP and the ATTrBuTE summary output is included at Appendix A will completed. It is expected that comments received from London Borough of Camden and TfL on this draft will be incorporated before the ATTrBuTE testing is undertaken.

2 Site Context

Development Overview

- 2.1 The Grade II Listed Centre Point Tower is to be restored and refurbished with a change of use from office, bar and restaurant to residential. The restoration works include but are not necessarily limited to restoration of the exterior façade, including clean up and repair of the façade materials and replacement glazing to improve the environmental performance of the building. The inside of Centre Point Tower is to be refurbished to account for the change in use from office to residential. In addition, there will be some alterations to the ground floor layout to facilitate integration of the building into the proposed new public realm around the base of Centre Point Tower, the Link Building and Centre Point House.
- 2.2 The Centre Point Link building is to be refurbished and will undergo a change of use from office to retail with the retail offer linked to the retail use on the lower floors of Centre Point House (basement, ground and mezzanine levels). In addition, a small extension to the Link Building will be provided at ground floor level and will include retail use.
- 2.3 The residential units within Centre Point House are to be refurbished as is the retail use on the lower floors. The existing office use with Centre Point House will no longer remain.
- 2.4 In addition to the refurbishments, the Proposed Development forms part of (but remains distinct in planning application terms) a larger emerging regeneration of the area including new public realm in the area of St Giles Circus. As part of the Centre Point development proposals, the northern end of St Giles High Street (north) will be converted to public realm and include provision of active retail frontage in the newly created space around the base of Centre Point Tower, the Link Building and Centre Point House.
- 2.5 Table 2.1 below outlines the schedule of the proposed uses on site.

TABLE 2.1 PROPOSED USES ON SITE

Use	Area (m ²)
Residential	31,994 (118 Units)
Retail	7,667
Total	39,661

- 2.6 The development is not being phased and is scheduled for a 2018 opening year.

Car, Motorcycle and Cycle Parking

- 2.7 Two car lifts are proposed for the development which will be accessed off the service area with around 40 parking spaces in the basement. This is a parking ratio of approximately 30% and this is a significant reduction in the number of parking

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spaces that are currently provided on site. Cycle parking has been provided in accordance with London Borough of Camden standards as set out below.

TABLE 2.2 CENTRE POINT CYCLE PARKING PROVISION

Land Use	LBC Development Policies Minimum Cycle Parking Standards	Centre Point Cycle Parking Spaces
Residential (118 units)	Residents: 1 per unit	118
	Visitors: 1 per 10 units	12
Retail	Staff: 1/250m ²	31
	Visitors: 1/250m ²	31
Total		192

- 2.8 A total of 192 cycle parking spaces are proposed as part of the development, which accords with LBC standards and London Plan standards.

Deliveries and Servicing

- 2.9 The arrangements for the deliveries and servicing vehicles have been dealt within in the Delivery and Servicing Plan (DSP). This document can be found appended to the Transport Assessment.

Travel Plan Benefits

- 2.10 Although this site already has an excellent Public Transport Accessibility Level (PTAL) rating which will improve further with the introduction on Crossrail, this RTP will assist with the long-term management strategy for the sustainable movement of both people and goods. The particular focus will be to encourage walking and cycling as an alternative to public transport use.
- 2.11 The travel plan will equally benefit the developer, site occupiers and site users (residents, visitors, delivery/service providers).
- 2.12 Almacantar recognises the value of sustainable travel, including deliveries and servicing and the importance of producing travel plans. Almacantar will work closely with the RMC to develop the RTP and update targets and measures as required.

3 Policy and Best Practice

Introduction

- 3.1 This section sets out an overview of the transport policies that are relevant to the proposed transport aspects of the development in the City of Westminster.
- 3.2 The national, regional and local policy together with relevant travel plan guidance is listed below.

National Policy

- 3.2.1 National Planning Policy Framework (2012)

National Travel Plan Guidance

- 3.2.2 Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT (2009);
- 3.2.3 The Essential Guide to Travel Planning, DfT (2008); and
- 3.2.4 Smarter Choices - Changing the Way We Travel, DfT (2004).

Regional Policy

- 3.2.5 Mayor's Transport Strategy (2010); and
- 4.1.1 The London Plan, Spatial Development Strategy for Greater London (2011).

Regional Travel Plan Guidance

- 3.2.6 Travel Planning for New Development in London, TfL (2011); and
- 3.2.7 London Freight Plan, sustainable freight distribution: a plan for London, TfL (2007)

Local Policy

- 3.2.8 Camden Development Policies - London Borough of Camden (2010); and
- 3.2.9 Camden Core Strategy - London Borough of Camden (2010).
- 3.3 A review of selected documents is provided below.

National Policy and Guidance

National Planning Policy Framework, March 2012

- 3.4 The National Planning Policy Framework (NPPF) (March 2012) sets out the Government's planning policies for England. The document was formally published on 27 March 2012 and its policies apply with immediate effect. Importantly, almost all existing national guidance in the form of Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs) have been revoked.
- 3.5 Transport policy is dealt with in the 'Promoting Sustainable Transport' section. This section emphasises the need for '*the transport system to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.*'

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- 3.6 The NPPF states in Paragraph 34 and 35 that ‘*developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised*’. There is an emphasis through Local Plans to “*protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people*”.
- Developments should be located and designed where practical to:
- 3.6.1 *‘accommodate the efficient delivery of goods and supplies;*
 - 3.6.2 *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - 3.6.3 *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
 - 3.6.4 *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - 3.6.5 *consider the needs of people with disabilities by all modes of transport.’*
- 3.7 The NPPF suggests that a key tool for achieving these aims is a Travel Plan and that all developments that generate a significant amount of movement should be required to produce one.

Smarter Choices - Changing the Way We Travel, DfT (2004)

- 3.8 This document focuses on case studies and examples of implemented travel plans and initiatives aimed at changing travel habits and promoting sustainable alternatives. Each ‘soft factor’ such as car clubs, have been reviewed and analysed separately together with an additional assessment of their combined potential impact. This RTP has drawn on these case studies and what initiatives have worked beneficially elsewhere.

Regional Policy and Guidance

Mayor’s Transport Strategy (2010)

- 3.9 The Mayor’s Transport Strategy (2010) highlights the importance of travel planning and smarter travel initiatives to promote the range of health and environmental benefits of walking, particularly in schools, workplaces and in deprived areas where the cost of public transport may be a barrier to travel.
- 3.10 Proposal 61 states:
- “The Mayor, through TfL, working with London boroughs, developers and other stakeholders will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace travel plans.”*
- 3.11 The document also states that the introduction of workplace travel plans has achieved CO₂ travel efficiency. Furthermore, more than 400 organisations collectively employing in excess of 450,000 staff now have TfL supported travel plans in place. An average 13 per cent reduction in the number of car journeys for trips to work has been recorded from those that have undertaken post implementation monitoring

The London Plan - Spatial Development Strategy for Greater London (July 2011)

- 3.12 The Mayor published The London Plan in July 2011. The plan addresses the key trends and challenges that London will have to address up to 2031. Of particular importance is the need to encourage more sustainable modes of travel, through the cycling revolution, improving conditions for walking and enhancement of public transport.
- 3.13 Policy 6.3 regarding transport capacity, stresses that new developments that will give rise to significant numbers of new trips should be located where there is already good public transport accessibility with capacity adequate to support the additional demand. Phasing development, the use of travel plans and addressing freight issues may all help reduce the impact of the development

Travel Planning for New Development in London, TfL (2011)

- 3.14 The recent guidance sets out best practice in development, implementing, securing and monitoring travel plans and advocates the use of ATTrBuTE.
- 3.15 This RTP has been prepared in accordance with this guidance.

London Freight Plan, Sustainable freight distribution: a plan for London (2007)

- 3.16 This documents sets out the plan for the next five to ten years of delivery freight sustainably in London. It recognises that without intervention the predicted growth in freight and servicing will impact more significantly on congestion and climate change. Freight operators have a key role to play in delivery freight sustainably and the Plan contains proposals to deliver improvements on the ground and understanding of issues around freight.
- 3.17 The key projects put forward in the Plan for delivery freight in London more sustainably include, Freight Operator Recognition Scheme (FORS), Delivery and Servicing Plans (DSP) and Construction Logistics Plans (CLP).

Local Policy

Camden Development Policies - London Borough of Camden (2010)

- 3.18 Camden's development policies forms part of the LDF and contributes towards delivering the core strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objective of the core strategy.
- 3.19 **Policy DP16** considers the transport implications of development and seeks to ensure that development is integrated with the transport network and that is supported by adequate walking, cycling and public transport links. The policy states the requirement for a Travel Plan Assessment where the transport implications of proposals are significant. This Travel Plan will endeavour to meet all the assessment requirements set out within Policy DP16.

4 Site Assessment

Development Location

- 4.1 The site is located in Central London to the south of the London Borough of Camden (LBC) and adjacent to the City of Westminster. It is bounded by New Oxford Street to the north and Earnshaw Street to the east.
- 4.2 The site is adjacent to Tottenham Court Road Underground Station and St Giles Circus (the Tottenham Court Road / Oxford Street / Charing Cross / New Oxford Street junction). The station provides access to Oxford Street, which is one of the most famous shopping areas in London. The site is located in an extremely busy area of Central London and a large amount of activity is maintained throughout the day and night.

Proposed Development Pedestrian Improvements

- 4.3 As part of the Centre Point development proposals, the northern end of St Giles High Street (north) will be converted to public realm and include provision of active retail frontage in the newly created space around the base of Centre Point Tower, the Link Building and Centre Point House.

Cycle Accessibility

- 4.4 The site is served by designated cycle routes. Tottenham Court Road underground station and further is designated as a quieter route recommended by cyclists. These routes connect into a wider cycle network north to Euston Road and south to Soho.
- 4.5 A total of 192 cycle parking spaces are proposed as part of the development, which accords with LBC standards and is in excess of London Plan standards. Chapter 2 provides more details on the cycle parking provision.

Public Transport Accessibility

- 4.6 The close proximity of the site to public transport services is reflected in a high level of accessibility. The current PTAL index for the site is 6b or 'Excellent', this being the highest level achievable.

London Underground

- 4.7 The closest station to Centre Point is Tottenham Court Road, located immediately adjacent to the site, providing access to the Central and Northern lines. Goodge Street is located approximately 550m to the north of the site and also serves the Northern line. Oxford Street station, located approximately 850m to the west of the site, enables users to access the Victoria, Central and Bakerloo lines. Leicester Square station provides access to the Piccadilly and Northern lines and is located approximately 650m to the south.
- 4.8 The Northern line, which can be caught from Tottenham Court Road, Goodge Street and Leicester Square, operates between High Barnet, Mill Hill East and Edgware in the north and Morden in the south and is 36 miles in length and serves 50 stations. It operates between 05:12 and 01:13 during weekdays and on

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Saturdays. The first train from Morden departs at 05:12, from High Barnet at 05:20 and Edgware at 05:22. The last train from Tottenham Court Road departs at 00:41 to Edgware and 00:31 to Morden.

- 4.9 The Central Line, which can be caught from Tottenham Court Road and Oxford Circus, operates between West Ruislip and Ealing Broadway in the west and Woodford (via Hainault) and Epping in the east. It is 46 miles in length and serves a total of 49 stations. It operates between 05:10 and 01:30 during weekdays and on Saturdays. The first train from Epping departs at 05:10, from Hainault at 05:14 and from West Ruislip at 05:23 and Ealing Broadway at 05:29. The last eastbound and westbound trains from Tottenham Court Road both depart at 00:31 to Epping and West Ruislip.
- 4.10 The Victoria Line, which can be caught from Oxford Street, operates between Walthamstow Central and Brixton and covers 13.3 miles and serves 16 stations. It operates between 05:20 and 01:02 during weekdays and on Saturdays. The first train from Walthamstow Central departs at 05:22 and from Brixton at 05:26. The last trains from Oxford Circus are at 00:29 to Brixton and 00:38 to Walthamstow Central.
- 4.11 The Piccadilly line, which can be caught from Leicester Square, operates between Cockfosters to Heathrow Terminal 5 and Uxbridge. The line is 44.3 miles in length and serves 53 stations. It operates from 04:49 and 01:19 during weekdays and on Saturdays. The first train from Cockfosters is at 05:10 and from South Harrow at 05:16. The last trains from Leicester Square are at 00:35 to Cockfosters and 23:37 to Heathrow Terminal 5 or Rayners Lane.

Crossrail Services

- 4.12 The Crossrail scheme was approved in 2008 and works have commenced to construct the line that will run under central London from Liverpool Street to Paddington and beyond. The scheme is expected to open in 2018 and will operate 24 trains per hour through the central section.
- 4.13 As part of the Crossrail scheme, the Tottenham Court Road entrance will be located immediately adjacent to the site.

Bus Services

- 4.14 The existing day time bus routes in the area are:
- 4.14.1 Routes with bus stands in St Giles High Street or Earnshaw Street (Routes 1, 134, 176 and 242);
 - 4.14.2 Routes with bus stops in St Giles High Street (South) outside the church and then using Denmark Street and turning left into Charing Cross Road (Routes 24, 29); and
 - 4.14.3 Routes using Gower Street and Bloomsbury Street southbound, the stop in New Oxford Street and then Oxford Street (Routes 10, 73, 390).

Summary

- 4.15 In summary, the Centre Point Place is very well located in terms of public transport and local amenities/ facilities that can be easily reached by walking and cycling, reducing the need to travel by car. The significant improvements to walking and cycling proposed as part of the development will encourage residents and visitors to use a variety of modes to access the site other than the private car.

5 Delivery and Servicing Plan

- 5.1 A Delivery and Servicing Plan (DSP) provides a framework to better manage all types of freight vehicle movement to and from individual buildings. A DSP is essentially the equivalent of a travel plan for freight.
- 5.2 A DSP has been prepared for the Centre Point development and is included as an appendix within the Transport Assessment, submitted as part of the planning application. A summary of the DSP measures put forward are detailed below although further measures may be developed once the full needs of the residents have been identified through servicing and delivery surveys as part of the site wide TRAVL surveys.

Management of the DSP

- 5.2.1 Adoption of the DSP - buy-in from the residents will be vital to ensure that the DSP is effectively implemented.
- 5.2.2 Assign responsibility of the DSP to Travel Plan Co-ordinator - ensure responsibility for managing the ongoing development, delivery and promotion of the DSP.
- 5.2.3 Travel Surveys using TRAVL within six months of occupation, or at 75% occupation - this will inform further development of the DSP and inform progress reports for occupiers.
- 5.2.4 Raise awareness and promote DSP initiatives - to encourage sustainable freight movement to/from and within the site.

Service Vehicle Access

- 5.2.5 Access routes for servicing and deliveries - provide sufficient space and clear routes for servicing and waste vehicles.

Servicing and Delivery Operations

- 5.2.6 Site information - encourage deliveries out of busy (peak) times and use 'best practice' companies/ companies signed up to FORS (Freight Operator Recognition Scheme).
- 5.2.7 Central Area for Waste Collections and Deliveries - minimise service and delivery vehicle movements at Centre Point.
- 5.2.8 Vehicle Booking and Management System - produce a delivery and servicing schedule to set out how and when vehicles can best access the estate for each purpose. It will encourage off-peak (night-time) and the consolidation of servicing and deliveries.
- 5.3 These measures are proposed to be taken forward as the DSP evolves over time in order to encourage sustainable freight movements to Centre Point and to reduce unnecessary servicing and delivery trips, particularly during peak times.

6 Travel Survey

Baseline Travel Data

- 6.1 As the residents at the development are not specifically known at this stage, no baseline surveys have already been undertaken. A robust forecast trip generation for the residential land use has been completed and will form the basis for the interim targets. The full TRAVL baseline travel surveys will be conducted after 6 months or when the development is 75% occupied.
- 6.2 To calculate the forecast trip generation for the proposed development, a resident trip rate has been used. The TRICS and TRAVL databases have been used to obtain peak hour and daily person trip rates for each land use. The assumptions regarding mode split have been derived from an average of Camden, Holborn and Covent Garden Ward and Middle Super Output area (for the area around the site) Census 2001 data. The full details of the trip generation methodology are included within the Transport Assessment and have been agreed with officers at LBC and TfL prior to the formal planning application submission.
- 6.3 A full TRAVL compliant survey will be undertaken within six months of occupation or at 75% occupancy, whichever comes first. These baseline surveys will include multi-modal counts including delivery and servicing data together with resident and visitor questionnaires.

Proposed Residential Trips

- 6.4 As part of the Transport Assessment a multi-modal assessment of movements has been undertaken for the proposed development - this includes vehicles (car, taxi and goods vehicles), public transport passengers, pedestrians and cyclists. The total combined trips estimated to be generated by the proposed residential element of the development is provided below.

TABLE 6.1 TOTAL PROPOSED RESIDENTIAL DEVELOPMENT TRIPS BY MODE

Mode	AM Peak Inbound	AM Peak Outbound	PM Peak Inbound	PM Peak Outbound	Daily (2-way)
Underground	5	13	9	7	153
Rail	3	9	7	5	108
Bus	3	7	5	4	87
Taxi	0	1	1	1	14
Car Driver	3	9	7	5	108
Car Passenger	0	1	0	0	8
Motorcycle	0	1	0	0	8
Cycle	1	2	1	1	22

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Walk	7	18	13	10	218
Total	22	61	43	33	726

6.5 The daily mode share for the residential trips is presented below.

TABLE 6.2 PROPOSED RESIDENTIAL - MODAL SPLIT

Mode	Mode Share
Underground	21%
Rail	15%
Bus	12%
Taxi	2%
Car Driver	15%
Car Passenger	1%
Motorcycle	1%
Cycle	3%
Walk	30%
Total	100%

6.6 There will be a total of 36 parking spaces provided for the residents at the proposed development, which is a significant reduction on the present level of parking. This is reflected in the 15% car driver modal share. The high level of public transport accessibility is reflected in the high level of public transport modal share.

7 Objectives and Targets

- 7.1 In this section we set out the over-arching Objectives and Targets of the RTP for the Centre Point Place development.
- 7.2 The Objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

Objectives

- 7.3 The Objective of this RTP is:
- “To facilitate the sustainable movement of residents and visitors to and from Centre Point.”*
- 7.4 To support the realisation of this overarching objective, several sub-objectives have been set out:
- 7.4.1 ensure the site is accessible to all and respect the needs of vulnerable groups e.g. those with mobility problems;
 - 7.4.2 promote walking and cycling as an alternative to public transport use;
 - 7.4.3 increase awareness of the RTP and its constituent measures;
 - 7.4.4 encourage the most efficient use of cars and servicing vehicles;
 - 7.4.5 promote smarter living practices that reduce the need to travel overall or in the peak periods;
 - 7.4.6 encourage visitors to use sustainable transport modes to access the site, particularly walking and cycling; and
 - 7.4.7 improve the health of residents and minimise the development impacts on the environment.
- 7.5 These objectives support to the principles of the London Plan and MTS to reduce vehicle emissions and increase walking and cycling.

Targets

- 7.6 Comprehensive TRAVL compliant travel surveys will be conducted once the building is occupied. These surveys will allow a better understanding of the specific travel characteristics for residents and visitors at Centre Point together with servicing movements.
- 7.7 Once the baseline data is collected there will be a better understanding about what is achievable and what measures best suit Centre Point. The surveys will allow the measures and targets to be modified to accurately reflect the site characteristics.
- 7.8 Interim mode share targets (based on the mode share data in Table 6.2) have been identified for the 3rd and 5th year below.

TABLE 7.1 CENTRE POINT PLACE RESIDENTIAL MODE SHARE TARGETS

Mode	Forecast Mode Share	3 rd Year Target	5 th Year Target
Walk	30%	32%	34%
Cycle	3%	5%	6%
Public Transport (LUL, Rail, Bus)	48%	51%	47%
Taxi	2%	2%	2%
Car	16%	13%	11%
Motorcycle	1%	1%	1%
Total	100%	100%	100%

8 Travel Plan Management

Travel Plan Delivery

- 8.1 Effective management of the RTP, combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching and resident specific objectives.
- 8.2 A RMC appointed by Almacantar will manage this RTP for Centre Point and will appoint a Travel Plan Coordinator (TPC). The TPC will be responsible for implementing specific objectives and targets.
- 8.3 It is likely the TPC roles will be undertaken by a member of staff from the RMC on a part time basis (1 day per month) with assistance from colleagues and an external consultancy. The TPC responsibilities will include:
 - 8.3.1 Obtaining and maintaining commitment and support from residents;
 - 8.3.2 Implementing an effective marketing campaign of the RTP and its specific measures;
 - 8.3.3 Liaising with other occupiers on-site and outside (e.g. stakeholders, boroughs, TfL, public transport operators) at Centre Point Transport Forum meetings;
 - 8.3.4 Giving advice and information on transport-related subjects to residents and their visitors;
 - 8.3.5 Setting up and facilitating the Residential Steering Group meetings and attending the Centre Point Transport Forum meetings; and
 - 8.3.6 Coordinating the necessary data collection exercises and monitoring the programme of the RTP.
- 8.4 The Centre Point Transport Forum meetings will take place regularly and include representatives from other site occupiers at Centre Point.

Securing and Funding the RTP

- 8.5 It is envisaged that this RTP will be secured through a s106 agreement.
- 8.6 A series of sustainable transport measures will be implemented as part of the development proposals, demonstrating the commitment to this RTP by Almacantar. These measures include:
 - 8.6.1 Cycle parking provision in line with London Plan standards; and
 - 8.6.2 Pedestrian improvements through enhanced permeability and quality of the pedestrian environment.
- 8.7 These design measures will improve connectivity and encourage walking and cycling, whilst minimising car trips to and from the site.
- 8.8 Almacantar will ensure that suitable funding for the RTP is provided. This will ensure future commitment for the RTPs and the ongoing monitoring and review.

Travel Plan Awareness

- 8.9 The success of the RTP is dependent on the development and implementation of an effective marketing strategy which will be developed by Almacantar. The TPC, once identified, will continue to manage this on behalf of the RMC and Almacantar.
- 8.10 To increase awareness of the RTPs, residents and their visitors will be given information on the sustainable ways to travel to and from the site within the local area.
- 8.11 It is essential that residents living at the site are involved in the implementation and evolution of the RTP. The travel surveys and pre-survey marketing will contribute to raising awareness at the outset. The Centre Point Transport Forum and Residential Steering Group meetings will also provide a communication channel for residents to discuss site-wide issues. It will also allow residents to have an input into the ongoing development of the RTP.
- 8.12 Almacantar and the TPC will work together to develop a marketing strategy. This will include:
- 8.12.1 The provision of local transport information on a websites or intranet;
 - 8.12.2 The provision of RTP information on a Centre Point development website/intranet with links to relevant external websites e.g. Real Time Travel Information; and
 - 8.12.3 An annual review of all marketing information will be undertaken and material updated as appropriate.

Accessibility and Encouraging Sustainable Travel

- 8.13 The Action Plan in Chapter 9 details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, public transport, and the use of other non-single occupant car modes of travel. The Centre Point development has excellent accessibility to public transport and those living and visiting the site already have a wide range of travel options available to them.
- 8.14 Other initiatives include: negotiating with local bicycle shops and car clubs to secure a discount for residents.

Efficient Use of Private Vehicles

- 8.15 This RTP recognises that the use of private cars varies according to land use and whilst this can be reduced (through encouraging other modes) this cannot be totally eradicated, for various (sometimes personal) reasons such as shift patterns, mobility issues, children etc.
- 8.16 The RTP will encourage residents and their visitors to Centre Point to make informed decisions about how they travel and will encourage the rational use of private cars.
- 8.17 In addition, this RTP advocates good access for servicing, deliveries and emergency services, to avoid congestion in and around the development. Almacantar will strictly manage resident's parking and servicing on site.

Reducing the need to travel

- 8.18 The proximity of the site to local facilities including Tottenham Court Road, Oxford Street and Regent Street with good links to public transport services should inherently provide opportunities for people to live, work and play in the surrounding area, thereby reducing the need to travel great distances by car.
- 8.19 To encourage localised patterns of sustainable travel, residents will be made aware of the full range of goods and services available and how to access them on site and within the wider area within their Welcome Packs. The TPC will also promote local employment opportunities among residents to encourage living and working in the local area. These combined initiatives will help to minimise motorised trip generation to and from the development.
- 8.20 The provision of internet connectivity in each residential unit and promotion of the merits of online grocery shopping will also reduce the need for residents to travel by car to the local supermarket.

Visitor Travel

- 8.21 The RTP aims to encourage the visitor journeys to the residents at the development to be made by sustainable modes of transport. Visitors to the site will be able to access guidance on how to reach the site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

Residential Management Challenges

- 8.22 The residential units on site will have different types of servicing requirements compared to the office and retail. Times of operation will vary as will shift patterns of the residents. It's important that the TPC recognises these challenges and adapt measures to suit individuals. For example, where those working outside normal working hours are still well informed on travel options and safe walking and cycling routes.

9 Measures and Action Plan

- 9.1 This section details the measures that Almacantar have set for the RTP. These measures relate to initiatives that will be introduced to achieve the targets set. At this stage, some measures are proposed as interim as the TPC for the residential element of the development will need to develop and prioritise measures which relate directly to the needs of the residents after the baseline travel survey has been conducted.
- 9.2 The separate DSP submitted as an appendix to the Transport Assessment provides a series of measures for managing deliveries and the operational aspects of the development. A summary of the DSP measures are provided in Chapter 5 of this RTP.
- 9.3 An action plan is provided in Table 9.1 below which lists all the measures to be implemented, including a timescale and responsibility.

Residential Travel Plan

Table 9.1 RTP Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Managing the ongoing development and delivery of the RTP with residents			
Appoint Travel Plan Coordinator prior to occupation	Almacantar to liaise with the RMC prior to occupation to identify a TPC	Prior to occupation	Almacantar and RMC
Establish Residential Steering Group	Almacantar and RMC to work with the Residential Steering Group to sign up and attend quarterly meetings with residents.	Upon occupation	RMC and TPC
Attend Centre Point Transport Forum Meetings	Work with the TPC to encourage residents of Centre Point to sign up and attend quarterly meetings	Upon occupancy	RMC and TPC
Increasing Awareness of the RTP			
Feedback to residents at Centre Point	Regular feedback to residents through the Transport Forum and Quarterly Newsletter on progress of travel plan measures and site wide transport issues	Quarterly after the development is occupied.	TPC
Site information/Resident Information Packs	Almacantar to provide information to residents such as access arrangements, walking, cycling, PT including maps, website links real-time journey information	Upon occupation and on-going	Almacantar

RTP information for prospective buyers	TPC to provide information on the details of the RTP and a summary of the benefits, targets and measures to prospective buyers	Prior to occupation and on-going	TPC
Health and financial benefits	Inform residents and their visitors of the health and financial benefits of walking and cycling, through development website/intranet or with promotional material. Information will include the location of safe walking and cycling routes, TfL Cycle Hire scheme, walk and cycle distances and times and tax efficient cycle purchase schemes.	Upon occupation and ongoing	TPC
Encouraging Walking and Cycling			
Cycle parking and facilities	To provide 192 secure cycle parking spaces.	This will be implemented when the Centre Point refurbishment is completed.	Almacantar
Pedestrian facilities, including new public square and improved connectivity	To develop a high quality pedestrian environment within the site and create links with the wider area.	This will be implemented when the Centre Point refurbishment is completed.	Almacantar
Cycle training	Provide cycle training for residents wishing to use cycling as means of travel	Upon occupation and ongoing	TPC
Residents Bicycle User Group	Establish a regular meeting to discuss	Upon occupation and ongoing	TPC

Residential Travel Plan

	cycle issues facilitated by the TPC		
Encouraging the best use of cars and servicing vehicles			
Car Parking	Less than 1 parking space per dwelling	This will be implemented when the Centre Point refurbishment is completed.	Almacantar
Disabled Parking	Provision of accessible spaces for residential use in line with standards.	This will be implemented when the Centre Point refurbishment is completed.	Almacantar
Car Club	Provide information on the existing car clubs operating in the area and the location of spaces in relation to the development TPC to encourage residents to sign up to the car club	Upon occupation and ongoing	TPC
Delivery and Servicing Plan	Ensure the DSP and RTP work together to achieve common targets for reducing and managing deliveries/servicing efficiently	Prior occupation and on-going	Almacantar and TPC
Electric Vehicles	A total of 20% of car parking spaces will be fitted with electric charging points.	This will be implemented when the Centre Point refurbishment is completed.	Almacantar

Promoting smarter living practices			
Development Location	The proximity of the site to Tottenham Court Road, Oxford Street and central London (on foot or via good public transport links) can reduce the number of trips and the distance of those that are made.	Upon occupation and ongoing	Almacantar
Internet Connectivity	To allow for internet connections to be made available in each residential unit and promote the merits of online grocery shopping.	Upon occupation and ongoing	Almacantar

10 Monitoring and Review

- 10.1 The RMC and Almacantar will oversee the monitoring and review of the RTP to ensure that the targets remain challenging.
- 10.2 Almacantar will ensure suitable funding for the RTP is provided for future commitment and the ongoing monitoring and review.
- 10.3 Table 10.1 below gives the plans and timescales for the monitoring and review of the RTP.

TABLE 10.1 PLANS AND TIMESCALES FOR TRAVEL PLAN MONITORING AND REVIEW

Action	Timescale
TRAVL compliant baseline residential delivery travel surveys	Within 6 months of occupation or at 75% occupancy
Future resident travel surveys	3 rd and 5 th Year
Residential Steering Group Meetings	Quarterly
Centre Point Transport Forum Meetings	Quarterly
Feedback to residents at Centre Point	Quarterly (following Residential Steering Group and Centre Point Transport Forum meetings)
Undertake comprehensive strategic review of all aspects of the RTP (including the objectives, targets, the action plan and the monitoring programme)	6 months, 3 rd and 5 th Year

APPENDIX

A

ATTRIBUTE ASSESSMENT

ATTrBuTe

Travel plan name	Centre Point Residential Travel Plan
Planning application reference number	
Name of travel plan author	Rob Goodall
Email address of travel plan author	rob.goodall@sdgworld.net
Telephone number of travel plan author	02079105549
Name of travel plan assessor	Rob Goodall
Job title/role of travel plan assessor	
Plan Type	Strategic level Full Travel Plan (occupiers known)

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The development		3/3
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		5/5
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	5
Surveys		3/3
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	NONE	2
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		3/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	3
Targets		2/2
Are there targets linking directly to each objective?	NONE	1

Have targets been set for three and five years after occupation?	NONE	1
TP Co-ordinator		3/3
Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient?	NONE	2
Measures		8/8
To what extent do the measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	6
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Monitoring		2/2
Is a clear monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		2/6
Have funding streams been identified for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	2
Total - PASS		34

ATTrBuTe

Travel plan name	Centre Point Residential Travel Plan
Planning application reference number	
Name of travel plan author	Rob Goodall
Email address of travel plan author	rob.goodall@sdgworld.net
Telephone number of travel plan author	02079105549
Name of travel plan assessor	Rob Goodall
Job title/role of travel plan assessor	
Plan Type	Strategic level Full Travel Plan (occupiers known)

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The development		3/3
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Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		5/5
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	5
Surveys		3/3
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	NONE	2
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		3/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	3
Targets		2/2
Are there targets linking directly to each objective?	NONE	1

Have targets been set for three and five years after occupation?	NONE	1
TP Co-ordinator		3/3
Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient?	NONE	2
Measures		8/8
To what extent do the measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	6
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Monitoring		2/2
Is a clear monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		2/6
Have funding streams been identified for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	2
Total - PASS		34