



**Roehampton Café
Richmond Park**
Staff Travel Plan Statement

On behalf of **The Royal Parks**



Document Control Sheet

Project Name: Roehampton Café
Project Ref: 332110545
Report Title: Staff Travel Plan Statement
Doc Ref: TP/001
Date: July 2024

	Name	Position	Signature	Date
Prepared by:	Senal Wijeweera	Graduate Transport Planner	SW	03/07/2024
Reviewed by:	Max Law	Senior Transport Planner	ML	03/07/2024
Approved by:	Joe House	Associate	JH	03/07/2024
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
P01	July 2024	Draft for Client Review	SW	ML	JH
P02	July 2024	Final Issue	SW	ML	JH
P03	July 2024	Final Issue	SW	ML	JH

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction.....	1
1.1	Overview.....	1
1.2	Site Location.....	1
1.3	Existing Site.....	1
1.4	Redevelopment Proposals.....	1
1.5	Aims and Objectives.....	2
1.6	Report Structure.....	2
2	Policy Context.....	3
2.1	Introduction.....	3
2.2	National Policy.....	3
2.3	Local Policy.....	4
3	Site Accessibility.....	5
3.1	Introduction.....	5
3.2	Existing Site.....	5
3.3	Site Access.....	5
3.4	Walking and Cycling Network.....	5
3.5	Bike Hire.....	6
3.6	Bus Network.....	6
3.7	Rail Network.....	7
3.9	Surrounding Highway Network.....	8
4	Redevelopment Proposals.....	9
4.1	Introduction.....	9
4.2	Overview of Proposal.....	9
4.3	Site Access.....	10
4.4	Parking Provision.....	10
4.5	Cycle Parking Provision.....	10
5	Objectives and Targets.....	11
5.1	Introduction.....	11
5.2	Objectives.....	11
5.3	Targets.....	11
6	Travel Plan Delivery.....	12
6.1	Introduction.....	12
6.2	Travel Plan Coordinator.....	12
7	Measures and Actions.....	13
7.1	Introduction.....	13
7.2	Measures and Initiatives.....	13
8	Monitoring and Review.....	14
8.1	Securing Travel Plan.....	14

8.2	Monitoring and Enforcement	14
8.3	Remedial Measures.....	14
9	BREEAM Compliance.....	15
9.1	Introduction.....	15
9.2	Tra 02 Sustainable Transport Measures (10 credits).....	15
9.3	Achieved BREEAM Credits	16

Figures

Figure 1.1: Site Location Plan	1
Figure 3.1: Tamsin Trail.....	6
Figure 4.1: Roehampton Café Proposals	9

Tables

Table 3.1: Bus Timetable.....	7
Table 3.2: BREEAM Amenity Review	8
Table 4.1: Proposed Car Parking Provision and Net Change from Existing	10
Table 8.1: Monitoring Schedule for Roehampton Café	14
Table 9.1: BREEAM Tra 02 Sustainable Transport Measures.....	15

Appendices

Appendix A	AI Calculation
------------	----------------

This page is intentionally blank

1 Introduction

1.1 Overview

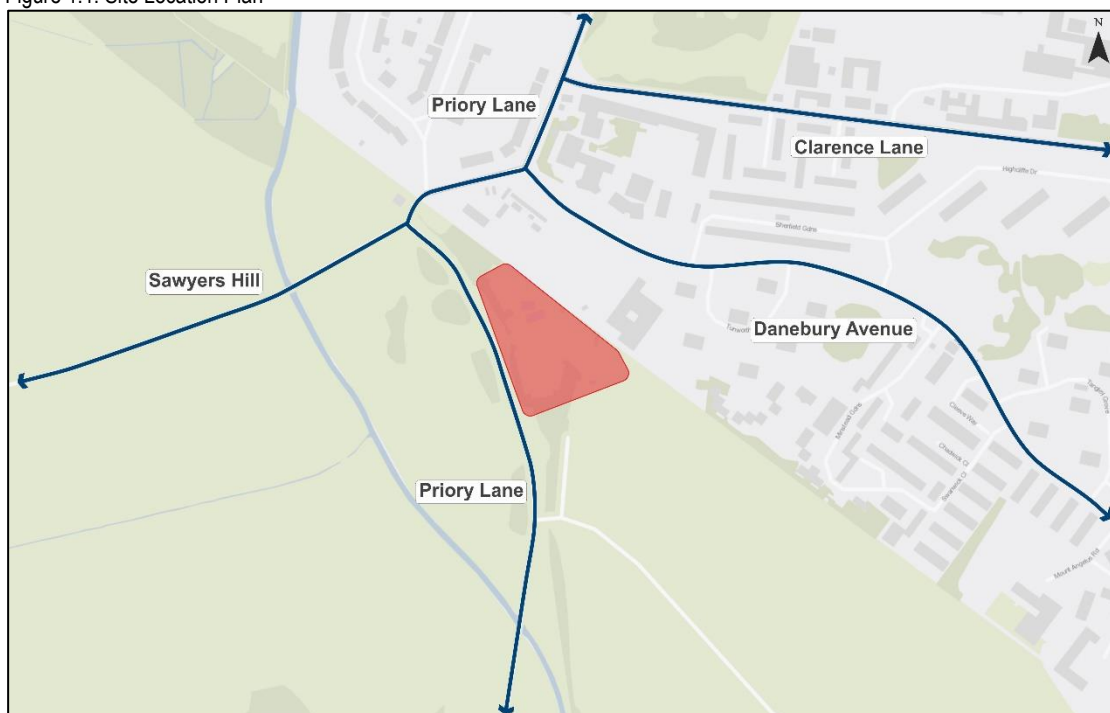
1.1.1 This Staff Travel Plan Statement (TP) has been prepared by Stantec on behalf of The Royal Parks (TRP) to accompany the detailed planning application for the redevelopment of the existing Roehampton Café located within Richmond Park, London.

1.1.2 This TP forms part of the transport related documentation set to accompany the planning application, including a Transport Statement (TS), Construction Logistics Plan (CLP), and Delivery and Servicing Plan (DSP). These documents should be read in conjunction with this TP.

1.2 Site Location

1.2.1 The Roehampton Café site is located within the north-east of Richmond Park, within the London Borough of Richmond-upon-Thames (LBRuT). The boundary of the site is shown in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.3 Existing Site

1.3.1 The existing site includes a café building with external seating areas, other ancillary facilities (including toilets and bike hire hub), landscaping and car/cycle parking.

1.4 Redevelopment Proposals

1.4.1 The development proposals are for the demolition and rebuild of the Café along with new visitor facilities. These visitor facilities include toilets and bike hire hub, enhanced landscaping and new vehicle access along Priory Lane. The new café will retain the existing land use Class E(b).

1.5 Aims and Objectives

1.5.1 The overarching aim of this TP is to promote sustainable transport initiatives for Site employees to encourage their transport use over single occupancy vehicles. This aim is supported by several objectives which are as follows:

- To promote and implement a range of physical measures to encourage and support the uptake of sustainable mode alternatives to single occupancy vehicle use, i.e., cycle parking, clear and convenient pedestrian connection from the Site to surrounding areas;
- Promote alternatives to single occupancy vehicle use via a range of mediums;
- Promote more sustainable ways of driving for those who do not have other options; and,
- Set out a clear framework to collect future robust travel survey information in order to monitor the TP in line with the monitoring schedule.

1.6 Report Structure

1.6.1 The subsequent sections of this report are as follows:

- **Section 2 – Policy Context:** Provides a planning and transport policy context relevant to travel planning and Travel Plans;
- **Section 3 – Site Accessibility:** Describes the location and existing characteristics of the application Site, as well as the existing opportunities to access the application Site by sustainable modes of transport;
- **Section 4 – Redevelopment Proposals:** Sets out the details of the redevelopment of the Site;
- **Section 5 – Objectives and Targets:** Details the aims and objectives of the TP and how these can reduce the impact of travel on the surrounding environment by the use of SMART targets;
- **Section 6 – Measures and Actions:** Provides a customised and well managed programme of measures and actions needed to achieve the key objectives of the TP;
- **Section 7 – Travel Plan Delivery:** Provides details of how the TP will be delivered by the Travel Plan Co-ordinator (TPC);
- **Section 8 – Management and Monitoring:** Outlines management and monitoring methods which are bespoke to the land use and activity of the Site; and,
- **Section 9 – BREEAM Compliance:** Outlines the standards to be BREEAM compliant, as well as calculating qualifying BREEAM credits.

2 Policy Context

2.1 Introduction

2.1.1 This section reviews the national, regional, and local policy which is relevant to the Site, informing the preparation of the TP.

2.2 National Policy

National Planning Policy Framework (December 2023)

2.2.1 The National Planning Policy Framework (NPPF), published in 2012, was most recently updated in December 2023. The document sets out the Government's planning policies for England and how these should be applied.

2.2.2 Chapter 9 of the NPPF refers to promoting sustainable transport with respect to development proposals. Paragraph 108 states that *"transport issues should be considered from the earliest stages of plan-making and development proposals"*, so that:

- a) *"the potential impacts of development on transport networks can be addressed;*
- b) *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;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *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*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.2.3 Paragraph 116 refers to the fact that developments should be designed to prioritise pedestrian and cycle movements within the scheme and to / from neighbouring areas, and access to high-quality public transport should be facilitated.

2.2.4 Paragraph 117 states, *"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"*.

2.2.5 Promoting Sustainable Transport section emphasises the need to plan for sustainable travel but also to be pragmatic about the variability of transport options in different communities. This is relevant in the context of the Development, where there is an excellent provision of public transport in proximity to the Site.

Planning Practice Guidance (PPG) – Department for Communities and Local Government (March 2014)

2.2.6 The supporting 'Planning Practice Guidance' provides a section on 'Travel plans, transport assessments and statements in decision-making. This states that TAs can positively contribute to the following:

- *'encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.'*

2.2.7 The guidance also states that TPs, TAs, and TSs should be:

- *'proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through ongoing collaborative working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).'*

2.2.8 The proposed development has been designed to incorporate these principles. This TP follows the guidance set out in the PPG to enable and improve sustainable modes of travel for employees to the Site.

2.3 Local Policy

London Borough of Richmond upon Thames Local Plan (2018)

2.3.1 The Local Plan of the Council establishes policies and provides guidance for the borough's growth until 2033. Paragraph 11.1.10 states that *"All planning applications for major developments must be accompanied by a Transport Assessment, or for minor developments a Transport Statement. This may include Travel Plans, Delivery and Servicing Plans and Construction and Logistic Plans"*.

3 Site Accessibility

3.1 Introduction

3.1.1 This section describes Site accessibility and the existing sustainable travel opportunities serving the Site including walk, cycle, and public transport provision.

3.2 Existing Site

3.2.1 The Site is located in the northeast of Richmond Park, off Priory Lane and c.180m away from Roehampton Gate. The Site falls under the jurisdiction of LBRuT. However, Richmond Park is owned and managed by TRP Richmond Park. The internal road network of the park is not a part of the LBRuT's highway system.

3.2.2 The current site comprises of a café, bike hire hub, toilets, recreational area, car parking, cycle parking, and associated landscaping. The land use classification of the site is Class E(b).

3.2.3 The café is located in Richmond Park, a popular destination for both local residents and tourists. The café is open throughout the year, with the summer months being the busiest.

3.2.4 Due to the unique nature of the site, the demand for the café is primarily generated during off-peak weekday time periods and throughout the day on weekends. Visitor demand can also be heavily influenced by weather conditions.

3.3 Site Access

3.3.1 The existing café has one formal vehicle access point with Priory Lane at approximately the centre of the site boundary along its western edge. The access takes the form of wide priority junction. It provides access for cars to the car park, and for delivery and servicing vehicles to serve the café.

3.4 Walking and Cycling Network

3.4.1 Richmond Park offers a variety of walking and cycling routes that are primarily used for leisure activities. The park features a mix of formal and informal pedestrian and cycle routes that span across the park and around its perimeter.

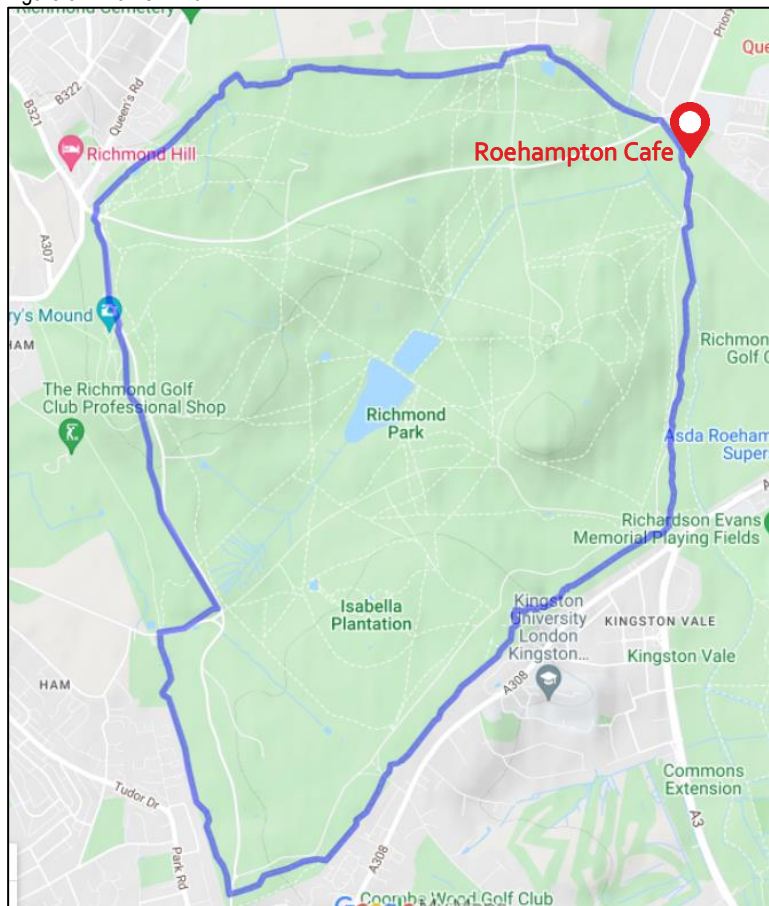
3.4.2 The main pedestrian and cycle route in Richmond Park is called 'The Tamsin Trail'. This route is c.11.8 km (7.35 miles) long and forms a circuit around the park, connecting all five park entrance gates. The route takes c.2.5 to 4 hours to walk or 40 minutes to an hour to cycle.

3.4.3 The Tamsin Trail is recognised by the National Cycle Network (NCN) and is almost entirely car-free. Much of the route is offset from the carriageway and separated by landscaping.

3.4.4 The Roehampton Café is located adjacent to the Tamsin Trail at the north-east section of the cycle route. It provides pedestrians and cyclists with direct access to and from Roehampton Gate and the rest of Richmond Park.

3.4.5 An extract of the Tamsin Trail with the Roehampton Café location highlighted is shown in **Figure 3.1**.

Figure 3.1: Tamsin Trail¹



3.5 Bike Hire

3.5.1 The café currently includes a Bike Hire Hub run by Park Cycle Richmond Park², allowing people to hire bicycles for use within Richmond Park. The service is open weekends all year round and on weekdays between April and September. This service is intended to be retained as part of the redevelopment proposals.

3.6 Bus Network

3.6.1 The site is located within a Transport for London (TfL) PTAL rated 0 area. This is due to the site's location with limited public transport opportunities within Richmond Park.

3.6.2 Considering the location of the site within Richmond Park and its primary function as a leisure facility, it is acknowledged that walking, cycling, or private car are more likely to be preferred modes of transportation to and from the site, rather than public transport.

3.6.3 A number of bus services are accessible from Richmond Park with the key bus stops in proximity to the café located along Upper Richmond Road West (to the north), and Roehampton Lane (to the east).

¹ <http://www.richmondparklondon.co.uk/walks/tamsintrail.html>

² <https://www.parkcycle.co.uk/>

3.6.4 The closest bus stop to the site located by the Danesbury Avenue / Minstead Gardens junction, c.510m to the east equating to a 7-minute walk. **Figure 3.1** shows the bus services that are provided at this stop.

Table 3.1: Bus Timetable

Service	Route	Monday to Friday		Peak Period Frequency 08:00 – 09:00 & 17:00 – 18:00
		First Bus	Last Bus	
170	Danesbury Avenue > Clapham Junction Station > Victoria Station	05:05	00:55	10 minutes
430	Danesbury Avenue > Putney Station > West Brompton Station > Victoria & Albert Museum	05:00	00:35	11 minutes
639	Danesbury Avenue > Smithwood Close > Clapham Junction Station > St John Bosco College	07:11	07:11	-
670	Danesbury Avenue > Clapham Junction Station > St John Bosco College	07:17	07:17	-
N74	Danesbury Avenue > Putney Station > West Brompton Station > South Kensington Station > Baker Street Station	01:10	04:40	30 minutes (between the operating hours)

3.6.5 The 639 and 670 services are dedicated school services which provide transport to schools and colleges in the surrounding area. The 639 and 670 services operate from Danesbury Avenue at 07:11 and 07:17 respectively from Monday to Friday.

3.7 Rail Network

3.7.1 More strategic routing to the site however can be undertaken by various rail and bus services available within the surrounding area. Richmond Station is located c.4.1km to the north-west of the Roehampton Café which is c.14-minute cycle. This railway station provides connection to the TfL tube network via the District Line providing wider connection to the rest of London. The station also runs overground services.

3.7.2 Other railway stations in the area which only run overground services include the following:

- **Barnes Station** 2.2km North-East, c.8-minute cycle;
- **Mortlake Station** 2.4km North-West, c.9-minute cycle;
- **North Sheen Station** 3.4km North-West, c.12-minute cycle; and
- **Putney Station** 3.9km North-West, c.14-minute cycle.

3.8 Local Amenities

3.8.1 **Table 3.2** highlights the BREEAM amenity checklist. The amenity checklist identifies amenities that are located within a 500m of the Site.

Table 3.2: BREEAM Amenity Review

Amenity	Within 500m of Site	Amenity Name	Location
Food outlet	Yes	Roehampton Café	138 Priory Lane, SW15 5JP
Access to cash	No	-	-
Access to outdoor open space (public/private, provided suitably sized and accessible to building users)	Yes	Richmond Park	Richmond Park
Access to recreation or leisure facility for fitness or sports	Yes	Rosslyn Park FC (Richmond Park Playing Fields)	Richmond Park
Community facility	No	-	-
Over the counter services associated with a pharmacy	No	-	-
Public sector GP surgery or general medical centre	No	-	-
Childcare facility or School	Yes	The Alton Primary School	Danebury Avenue, SW15 4PD

3.8.2 In addition to the facilities identified within 500m of the site, there are several amenities located beyond the 500m threshold that are still considered accessible within and beyond Richmond Park.

3.8.3 Queen Mary's Hospital is located 1.4km to the northeast of the Site and can be accessed via a 7-minute cycle.

3.8.4 An ATM machine is located 1.4km to the north of the site and can be accessed via a 5-minute cycle.

3.8.5 The Roehampton Sports and Fitness Centre is located 1.5km to the southeast of the site and can be accessed via a 5-minute cycle. Further leisure facilities are located off Priory Lane (tennis/padel courts, golf course, rugby club).

3.8.6 The Roehampton Library is located 1.6km to the southeast of the site and can be accessed via a 4-minute cycle.

3.9 Surrounding Highway Network

3.9.1 The Site is located on Priory Lane, a road inside Richmond Park that is under TRP's management. The Priory Lane joins the internal Richmond Park Road system at a mini-roundabout c.150m to the north of the site entrance. This mini-roundabout gives access to Roehampton Gate to the east and Richmond and Sheen Gate to the west, as well as other locations. The park's roads are all subject to an enforced 20mph speed limit.

4 Redevelopment Proposals

4.1 Introduction

4.1.1 This section describes the redevelopment proposals for the redevelopment of the Roehampton Café. A summary of development schedule, access by modes, parking provisions and End of Journey facilities are provided in this section.

4.2 Overview of Proposal

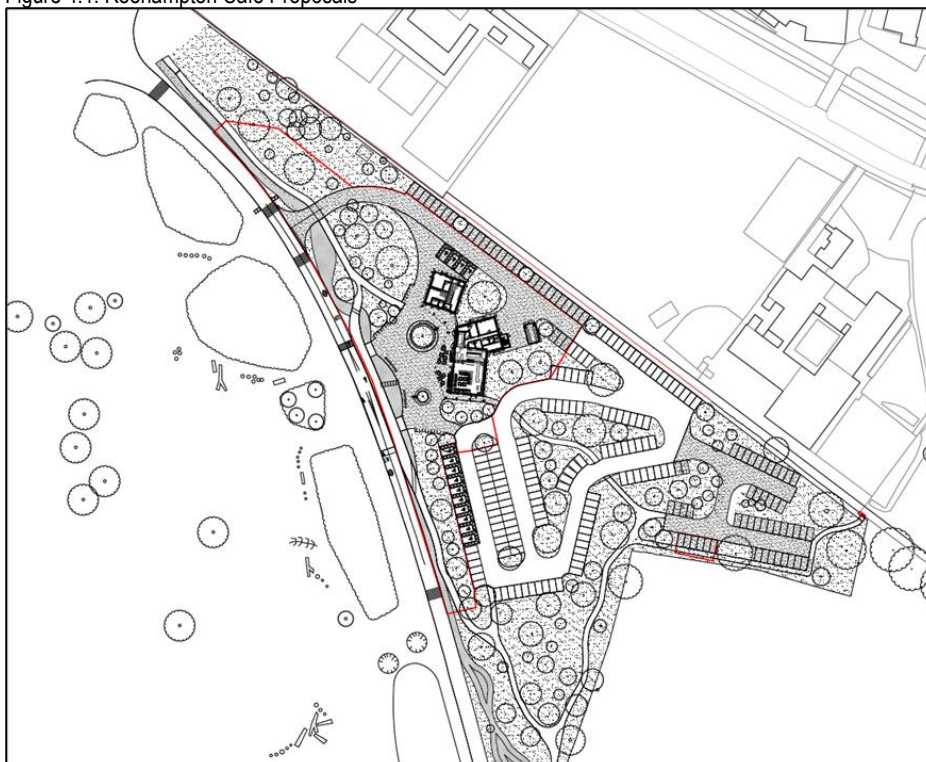
4.2.1 The development proposals for the Roehampton Café include the re-development of the existing café unit to regenerate the site and improve the facility for visitors to Richmond Park. The proposals include the following key elements:

- A new café building with associated toilets and bike hire hub;
- Increased level of cycle parking;
- Formalisation of existing car parking area; and
- New site access.

4.2.2 The proposals seek to demolish the existing café building and construct a new, modern style building in its place with improved facilities. The new café will be as per the existing use class, E(b). The proposals also include a re-developed Bike Hire Hub and toilets which are located in a smaller purpose-built facility adjacent to the new café building.

4.2.3 **Figure 4.1** shows an illustration of the proposed café. The site plan is included in **Appendix A**.

Figure 4.1: Roehampton Café Proposals



4.3 Site Access

- 4.3.1 The proposals seek to remove the existing site access located approximately in the centre of the site boundary and provide a new access to the north on this western boundary. The proposed new vehicular access provides a similar style arrangement to the existing access, taking the form of priority junction with Priory Lane.
- 4.3.2 The access has been designed to accommodate day-to-day car movements to/from the car park as well as larger HGVs for delivery and servicing. The design ensures junction visibility splays can be achieved in accordance with Manual for Streets guidance for 20mph (2.4m x 25m).
- 4.3.3 At the access, an informal crossing arrangement is proposed across the junction. This will be set back from Priory Lane to improve the connectivity of the Tamsin Trail and to enhance the safety of pedestrians and cyclists. The existing café access is to be landscaped and the Tamsin Trail is to be re-connected where previously severed by the junction.
- 4.3.4 Pedestrian and cycle access into the new café is sought via multiple access points along the site frontage connecting into the Tamsin Trail. These are shown on the site plan enclosed within **Appendix A**.

4.4 Parking Provision

- 4.4.1 The proposals for the site include a formalisation of the car park. Resulting in 225 car parking spaces which are accessed from the relocated site access with Priory Lane. The new car park has two types of spaces categorised as formal spaces, and overflow parking (located to the southeast). **Table 4.1** presents the car parking provision included within the proposals and the resulting net change from existing.

Table 4.1: Proposed Car Parking Provision and Net Change from Existing

Car Parking Type	Proposed Total Number of Spaces	Proposed Disabled Space Allocation	Net Change in Total Spaces	Net Change in Disabled Space Allocation
Formal Spaces	179	14	-26	+10
Overflow Parking Spaces	46	0	+6	0
Total	225	14	-20	+10

4.5 Cycle Parking Provision

- 4.5.1 The proposals include an increase in formal cycle parking provision at the site. The proposals include a total of 22 bicycle stands to be located in the forecourt area of the café and adjacent to the toilet / bike hire hub. These stands provide parking for 44 bicycles. This is a net increase of 14 formal bicycle spaces from the existing provision.

5 Objectives and Targets

5.1 Introduction

5.1.1 This section outlines the objectives and targets of this Travel Plan for the future employees of redeveloped Roehampton Café.

5.2 Objectives

5.2.1 The aim of this TP is to develop a set of practical measures and initiatives to help promote sustainable travel and reduce the impact of car travel on the surrounding environment.

5.2.2 The objectives of this TP are as follows:

- i. Minimise the number of single-occupancy car trips associated with employees to and from the Site;
- ii. Develop a series of Site-specific measures that endeavour to make staff aware of the health and environmental benefits of active travel methods;

5.3 Targets

5.3.1 The success of the TP should be monitored against clearly defined targets related to travel. These targets must be **SMART** as explained below as:

- **Specific:** identifying precisely what is to be achieved;
- **Measurable:** over the duration of the target period; allowing for regular evaluation of effectiveness;
- **Appropriate:** and linked to the overall objectives and aims;
- **Realistic:** in terms of the potential to be achieved over the duration of the target; and,
- **Timed:** the target must define a date and series of dates by which it is expected to be achieved.

6 Travel Plan Delivery

6.1 Introduction

6.1.1 This section sets out the responsibilities for the management of the TP to ensure that the objectives and targets set out are achieved.

6.2 Travel Plan Coordinator

6.2.1 A Travel Plan Co-ordinator (TPC) is someone appointed by the tenant with the responsibility to update and enforce the key actions described within the Travel Plan.

6.2.2 The TPC will also be responsible for developing partnerships and lines of communication between employees and TRP.

6.2.3 At the time of writing this TP, the TPC for Roehampton Café is not known. However, this will be a part-time role and is likely to be someone within the management team. The TP will be updated with the details of the TPC once this information is known.

6.2.4 The key responsibilities undertaken by the TPC are set out below, acknowledging that these will be reviewed / amended on a regular basis.

- Leading on the delivery of the Travel Plan Monitoring Report.
- Co-ordinating the necessary data collection; including Employee Travel Surveys, maps of local walking and cycling facilities, public transport timetables, , and contact details for local authority travel-based initiatives and promotions.
- Acting as the 'human face' of the Travel Plan to provide a point of contact for employees to discuss travel arrangements.
- Promoting individual travel events and co-ordinating initiatives.
- Liaising with the Council, as necessary, during survey and reporting periods and at other times as necessary, to help assess progress towards achieving mode-shift away from non-operational single occupancy car use and towards active travel.

7 Measures and Actions

7.1 Introduction

7.1.1 This section outlines potential measures and incentives for the Site to adhere to the guidance stated in **Section 2.0**. The responsibility for each measure has been highlighted with supporting rationale. The Action Plan also sets out how these measures are intended to be reviewed as the TP is monitored and managed.

7.2 Measures and Initiatives

7.2.1 To increase the awareness of the TP and its constituent elements the TPC can provide a Travel Information Pack to employees, providing awareness of travel options. Enabling employees to plan sustainable journeys to and from the Site.

7.2.2 The document will need to be continually updated and contain the following information:

- Map of the Site highlighting transport facilities in and close to the Site, such as bus stops and cycle routes.
- The latest local bus timetables and maps.
- Links to relevant websites with travel information.
- Local walking and cycling maps showing local services and transport interchanges within an easy walk/cycle distance.
- A brief introduction in the pack to explain the TP objectives, targets and how the employees can make a difference.
- Information on the health and financial benefits of sustainable modes of travel.
- Feedback survey forms.

7.2.3 Active travel can be promoted through specific transport events (e.g. bike week) and those organised by LBRuT.

7.2.4 The TPC can provide basic cycle maintenance equipment at the Site, including a pump, puncture repair kit, tools, etc., to encourage greater use of more sustainable means of travel.

7.2.5 To Develop an ongoing management coordination process, the TPC should undertake baseline and future employees travel surveys. After completing the baseline and future travel surveys, a comprehensive review of the TP will be undertaken.

8 Monitoring and Review

8.1 Securing Travel Plan

8.1.1 The developer will fund the preparation, implementation, and operation of the Travel Plan.

8.2 Monitoring and Enforcement

8.2.1 Close monitoring of the success of measures and updating the content of the future TP is key and should be periodically reassessed. Monitoring data will be gained from travel surveys undertaken by the TPC of Roehampton Café, with the baseline survey undertaken within 3 months of first occupation.

8.2.2 The survey results will be presented in a Travel Plan Monitoring Report within 3 months of survey completion of the first surveys and within 3 months of the subsequent surveys on the 3rd and 5th anniversary of the first surveys.

8.2.3 The TP monitoring plan is summarised in **Table 8.1**. The TPC will promote the staff survey and will be responsible for distributing the surveys to staff and encourage a timely, high response rate.

Table 8.1: Monitoring Schedule for Roehampton Café

Monitoring and Reporting	Timescales
Initial staff travel survey	Within 3 months
TP monitoring report	Within 3 months of initial surveys
Future year staff travel survey	On 3 rd and 5 th anniversary of the first surveys
Future TP monitoring reports	Within 3 months of surveys conducted on 3 rd and 5 th anniversary of the first surveys

8.2.4 A review schedule will also be included within the update reports and submitted to the council. This will propose the implementation of measures or adjustments to the future TP to ensure the commitments are SMART (Specific, Measurable, Achievable, Realistic and Timely).

8.3 Remedial Measures

8.3.1 Remedial measures would only be required if the development consistently fails to meet the targets set out within the TP. The remedial measures would consider the reasons why the targets have not been met and would introduce new measures that are targeted to address the key areas of failure.

8.3.2 The Site's TPC would be responsible for negotiating any remedial measures and their subsequent funding with the managing agents of the Site and LBRuT Council.

9 BREEAM Compliance

9.1 Introduction

9.1.1 This section outlines the procedure to qualify for BREEAM credits. The number of qualified credits determine the BREEAM accreditation for the Site.

9.2 Tra 02 Sustainable Transport Measures (10 credits)

9.2.1 These credits are earned by recognising developments in close proximity to, and accessible to, local amenities which are likely to be frequently required and used by building occupants. **Table 9.1** below specifies the individual requirements and points achieved.

Table 9.1: BREEAM Tra 02 Sustainable Transport Measures

Assessment Option	Public Transport Measures	Points Achieved	Comments
1	The existing AI calculated achieves the following: ≥ 8 for all other building types.	0	The AI score achieved is 3.13, below the 8 required, refer to for AI calculation Appendix A .
2	Provide a dedicated service, such as a bus route or service.	0	No dedicated service is provided to and from the Site. Due to the scale of the site a dedicated bus service is not considered feasible.
3	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	1	The existing Site has public transport information of nearby bus and rail services, in the form of informational boards, located in communal areas of the Site.
Assessment Option	Private Transport Measures	Points Achieved	Comments
4	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	0	EV charging is not provided within the site.
5	Set up a car sharing group or facility to facilitate and encourage building users to car share. <ul style="list-style-type: none"> ▪ Raise awareness of the sharing scheme with marketing and communication materials. ▪ Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	0	A car share scheme is not feasible for a site of this scale.
Assessment Option	Active Travel Measures	Points Achieved	Comments

6	<p>During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it.</p> <p>Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.</p>	0	This is not feasible considering the nature and scale of the redevelopment proposals.
7	Install compliant cycle storage spaces to meet the minimum levels.	1	Cycle storage facilities are located on the Site in the form of 22 Sheffield stands, providing a total of 44 cycle spaces.
8	<p>Provide at least two compliant cyclists' facilities for the building users:</p> <ol style="list-style-type: none"> 1. Showers 2. Changing facilities 3. Lockers 4. Drying spaces 	1	There are two staff shower and changing room facilities provided within the site in the main café building. These facilities also provided access to lockers.
9	At least three existing accessible amenities are present where relevant for a Building Group.	1	<p>Amenities located 500m of the Site:</p> <ul style="list-style-type: none"> ▪ Food outlet ▪ Access to outdoor open space ▪ Childcare Facility
10	Provisions for a new amenity to be provided.	0	This is not feasible considering the nature and scale of the redevelopment proposals.

9.3 Achieved BREEAM Credits

9.3.1 Based on the Accessibility Index for the Site of 3.13, and the assessment options outlined in **Table 9.1**, the development proposals all the Site to qualify for 4 BREEAM Credits.

Appendix A AI Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	510									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	5								

NODE 2

Public transport type	Rail									
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 3

Public transport type										
Distance to node (m)										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

Accessibility Index	3.13
---------------------	------