



**CLIENT: LONDON UNDERGROUND LIMITED**

**CONTRACT REF: TLL 7917**

**NORTHERN LINE EXTENSION**

**MAIN WORKS CONTRACT**

## **SUSTAINABLE TRAVEL PLAN**



### **Issue and Revision Control**

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<b>Revision History</b>			
<b>Rev No</b>	<b>Date</b>	<b>Summary of Changes</b>	<b>Section Number</b>
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## 1.0 Introduction

This Sustainable Travel Plan applies to the commitments within the Code of Construction Practice Part A, with the aim of maximising the use of public transport by those working on the Northern Line Extension (NLE) project. The purpose of this plan is to reduce the environmental impact of the NLE workforce on the local area with regards to traffic congestion, parking, air quality and carbon emissions. (Deliveries to and from site are addressed in the Traffic Management Plan).

To ensure that this document remains relevant, adequate and effective as the works progress the Sustainable Travel Plan will be reviewed and updated as necessary:

- following any change that has a significant impact on sustainable travel;
- as instructed by the London Underground (LU) Project Manager
- at least every 6 months.

## 2.0 Objectives

The following hierarchy sets out the objectives of this plan that have been set in accordance with best practice:

- 1) Minimise the need for our workforce to travel;
- 3) Maximise the number of staff walking, cycling or motorcycling to work
- 4) Maximise the number of people using public transport; and
- 5) Minimise the impact on neighbouring communities from personnel travelling to and from site our work sites.

Over the course of the project, the management strategy detailed in this document will aim to reduce the total distance travelled by car by the NLE workforce. The benefits to FLO and the communities by implementing sustainable travel to and from our worksites include:

- Reduced impact on the local community by reducing traffic congestion associated with FLO workforce travelling to work
- Reducing pressure on local car parking facilities
- Reducing the carbon footprint of the FLO workforce
- Health benefits for those walking and cycling to work

## 3.0 Description of the sites

The surface worksites associated with the construction of the NLE are located at Battersea, Nine Elms, Kennington Park and Kennington Green.

**Battersea Station worksite** is located within the south western section of Battersea Power Station (BPS) development, within London Borough of Wandsworth. Where the worksite abuts Battersea Park Road, Battersea Park Road is at a higher level than the site. The site is

bounded to the west by a Network Rail, to the north by Battersea Power Station and to the east by the Battersea Power Station Development Company;

**Nine Elms Station worksite** including part of the Covent Garden Market Authority (CGMA), is located on the land to the west of A3036 Wandsworth Road and north of its junction with Pascal Street, within London Borough of Lambeth. The worksite includes the north footway of Pascal Street. The worksite is bounded to the north by a Sainsbury's work site and to the west by land owned by Covent Garden Market within London Borough of Wandsworth. The demolition of the Banham building on the west end of the worksite, the CGMA office, boiler house, including the chimney and underground fuel tanks and the relocation of two substations are necessary to release the full area of the worksite.

**Kennington Green worksite** is located at Kennington Green within the London Borough of Lambeth. The triangular site is bounded on all three sides by Kennington Road, the eastern boundary being the main route of the road. The worksite includes footways and parking bays. It is necessary to carry out some demolition to release the full worksite. There is a local satellite worksite (hereafter referred to as Montford Place) to the west of Kennington Green adjacent to the Beefeater Gin Distillery and this is accessed via a narrow road from an access way to the west of Kennington Green. The area although not containing any permanent works for NLE is very close to the Kennington Green shaft. FLO has taken early occupation of the area and developed it for 'satellite' temporary offices and storage.

**Kennington Park worksite** is located in the north east corner of Kennington Park, south of Kennington Park Place west of its junction with St Agnes Place, within London Borough of Lambeth (LBL). It is necessary to demolish Kennington Park Lodge to release the full worksite.

Two shafts of approx. 25m deep will be sunk at Kennington Green and Kennington Park respectively. These shafts will be used to remove the Tunnel Boring Machine's (TBM), service the Sprayed Concrete Lining (SCL) running tunnels up to the step plate junction (approx. 145m and 230m long respectively), build the step plate junction and build the four cross passages at Kennington Station. The current proposal to build the step plate junction includes for two SCL gallery tunnels but this method is currently being reviewed.

All of these worksites are located within a 10 minute walk to main public transport links such as the London Underground, National Rail and London Buses. Local rail stations include: Battersea Park, Queenstown Road, Vauxhall; and London Underground Stations include: Oval, Kennington and Vauxhall.

#### **4.0 Identified measures**

This section describes the measures that have been identified to reduce the environmental impacts of FLO personnel travelling to and from worksites. Environmental factors have been balanced with health and safety factors, as well as what is feasible due to the location of all sites.

## **4.1 Modes of Transport**

### Walking

Walking to site is promoted during site inductions and by the provision of clear walking routes and facilitating easy pedestrian access. Initiatives to promote walking to work, and between the worksites will be rolled out as the project progresses.

### Cycling

Provision is made for secure parking of bicycles at all sites, along with hot showers, changing facilities and lockers. Cycling to work is actively encouraged through a number of initiatives (e.g. cycle to work events and provision of cycle pumps). These cover cycling safety, cycle road worthiness and the cyclist safety from the drivers point of view.

The local area is well served by the Transport for London (TfL) Barclay Cycle Hire scheme, with several docking stations close to the Public Transport Hubs and the main NLE worksites. The travelling workforce will be encouraged to consider using this scheme. Refer to Figure 2 in Appendix 1 for the Barclay Bicycle Hire Locations in the vicinity of the worksites.

### Buses

The main worksites are served by several TfL bus services, as follows;

Nine Elms:	77, 87, 196, N87
Battersea:	156, 344
Kennington Park & Green:	133, 155, 333, 415.

Refer to Figure 1 in Appendix 1 for the bus routes around Kennington and Oval.

### Rail

Rail provides a key mode of transport to and from site for project personnel. Network Rail and London Underground stations are all within ten minute walk of the four worksites, which include: Vauxhall, Oval, Kennington and Vauxhall, Battersea Park and Queenstown Road respectively.

### Motorcycles

Motorcycles are considered a preferred method of transport over cars as they need less space to park and have lower emissions. Where practicable, FLO will make space available for motorcycle parking areas at the main site office locations at Battersea, Nine Elms and Montford Place. The site offices will all have welfare facilities with drying and changing rooms plus lockers for the secure storage of motorcycle clothing and helmets.

### Private Cars

There is no provision for private cars on site and FLO actively discourages the NLE workforce from parking in the local area. It is not anticipated that any of the project team will drive to the worksites on a daily basis, and driving to site will be actively discouraged.

It should be noted that tunnelling operations will operate 24/7 and therefore some workers will need to travel when public transport may not be convenient. Provisions will be made to

ensure that these workers can get to work safely, with minimal impact on the surrounding communities.

#### **4.2 Training and Communication**

Communication and information of our sustainable travel principles takes place at induction stage for new staff, where information on alternatives to car travel i.e. public transport use, is explained to new employees. All new staff will be provided with information on public transport packs.

All site personnel will be made aware of the issues covered in this plan during site induction. The environmental benefits will be emphasized, as well as the health and financial benefits of cycling and walking. Posters and guidance will be displayed in communal areas. During toolbox talks on this plan, personnel are invited to discuss where they travel from, and whether they can car share or offer lifts to and from the station. They will also be advised that they cannot park in the local area.

#### **4.3 Reducing travel between sites**

Remote working will be used to reduce travel between work sites. Email and the internet can allow some of the workforce to fulfil their duties without the need to either travel to the main offices or from site to site which is timesaving, reduces vehicle use and increases efficiency.

The following measures will be implemented to reduce the need to travel to and from site:

- Broadband internet and e-mail facilities established at each of site offices;
- FLO have an electronic document management system in operation;
- Video conference facilities have been installed in the FLO offices.

#### **5.0 Monitoring and review**

All staff will be asked how they travel to work, and what distance they travel during the site induction process. This information will be used as a baseline to assess the effectiveness of this plan. The details of this survey will be used to assess where efforts should be focussed to improve the sustainability of travel.

#### **6.0 Sustainable Travel Action Plan**

The findings of the survey will be assessed, along with any complaints from local residents with regards to the NLE workforce getting to and from work, and an action plan drawn up to improve the sustainable travel aims of this document within the first 6 months of starting on site. The action plan will include a number of initiatives to improve the NLE sustainable travel objectives, along with timescales to deliver the initiative and persons responsible for implementation.

Appendix 1 – Local transport links

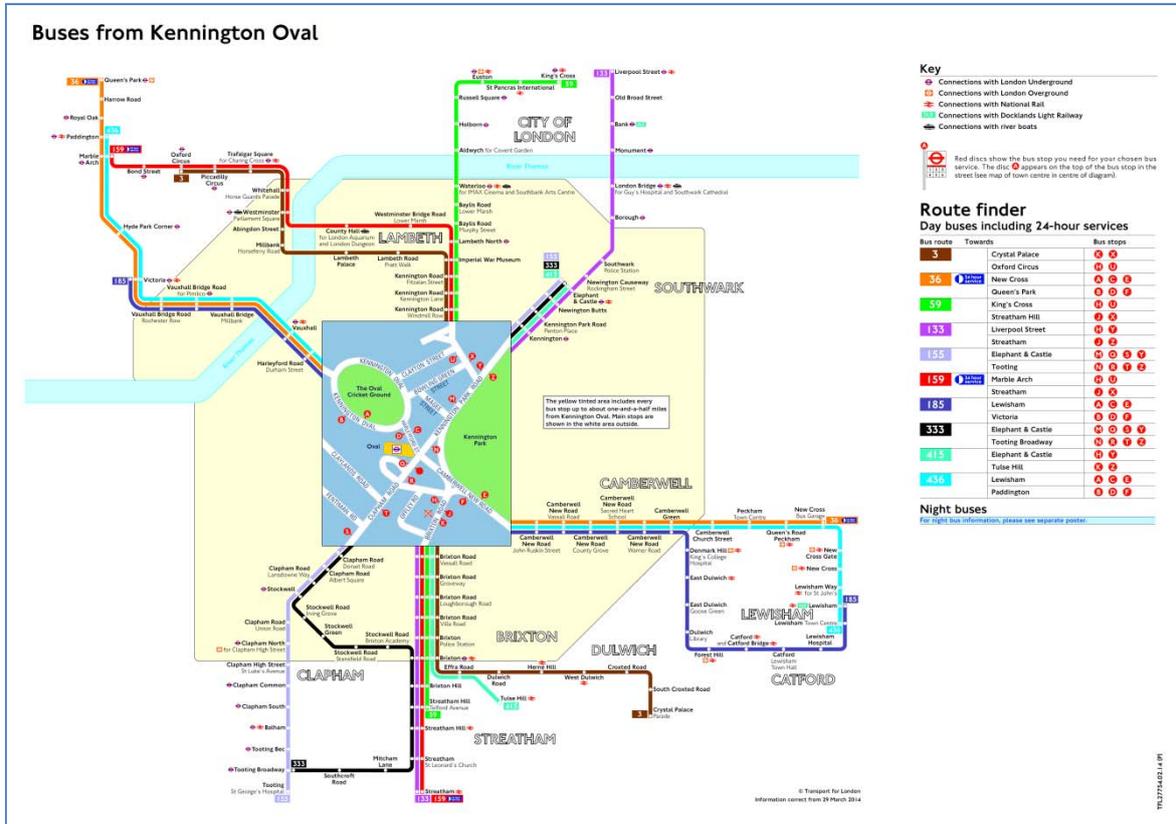


Fig 1. Bus routes around Kennington and Oval

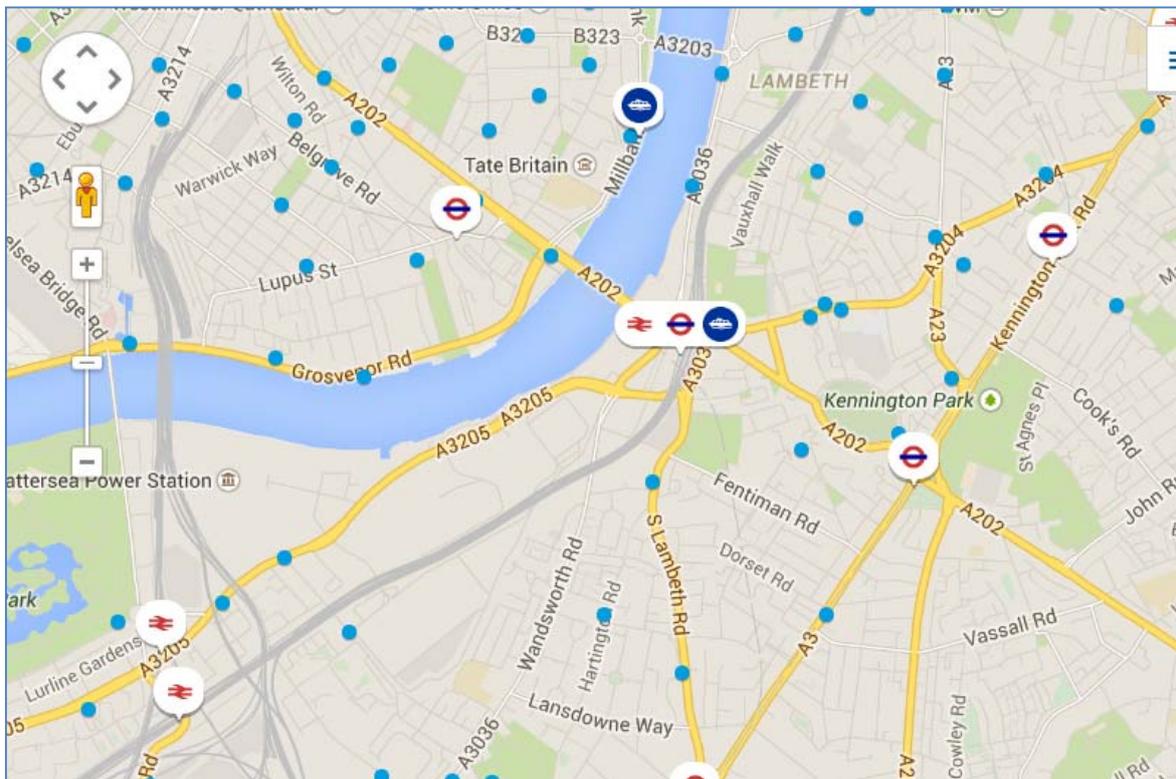


Fig 2. Barclay Bicycle Hire Locations