



SEPTEMBER
2025

Residential Travel Plan

Motspur Park Gas Holder Site

Iceni Projects Ltd on behalf of Berkeley Homes (West London) Limited

September 2025

ICENI PROJECTS LTD ON
BEHALF OF BERKELEY
HOMES (WEST LONDON)
LIMITED

Iceni Projects

Birmingham: The Colmore Building, 20 Colmore Circus Queensway, Birmingham B4 6AT

Edinburgh: 14-18 Hill Street, Edinburgh, EH2 3JZ

Glasgow: 201 West George Street, Glasgow, G2 2LW

London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH

Manchester: WeWork, Dalton Place, 29 John Dalton Street, Manchester, M26FW

t: 020 3640 8508 | **w:** [iceniprojects.com](https://www.iceniprojects.com) | **e:** mail@iceniprojects.com

linkedin: [linkedin.com/company/iceni-projects](https://www.linkedin.com/company/iceni-projects) | **twitter:** [@iceniprojects](https://twitter.com/iceniprojects)

Residential Travel Plan
MOTSPUR PARK GAS HOLDER SITE

CONTENTS

1.	INTRODUCTION	1
2.	PROPOSED DEVELOPMENT	6
3.	SUSTAINABLE TRAVEL MODES	7
4.	OBJECTIVES AND TARGETS	21
5.	TRAVEL PLAN MANAGEMENT	24
6.	TRAVEL PLAN INITIATIVES	27
7.	SUMMARY AND CONCLUSIONS	31

1. INTRODUCTION

Overview

- 1.1 This Residential Travel Plan (TP) has been prepared by Iceni Projects ('Iceni') on behalf of Berkeley Homes (West London) Limited ('the Applicant') in relation to a Full Planning Application for the residential redevelopment on land in Motspur Park, south of West Barnes Lane (the Site) situated predominantly in Royal Borough of Kingston upon Thames (RBKuT). The northern access to the Site however, sits within the London Borough of Merton (LBM).
- 1.2 The Site location is confirmed in **Figure 1-1** and the borough boundaries are shown in Figure 1-2.

Figure 1-1 Site Location

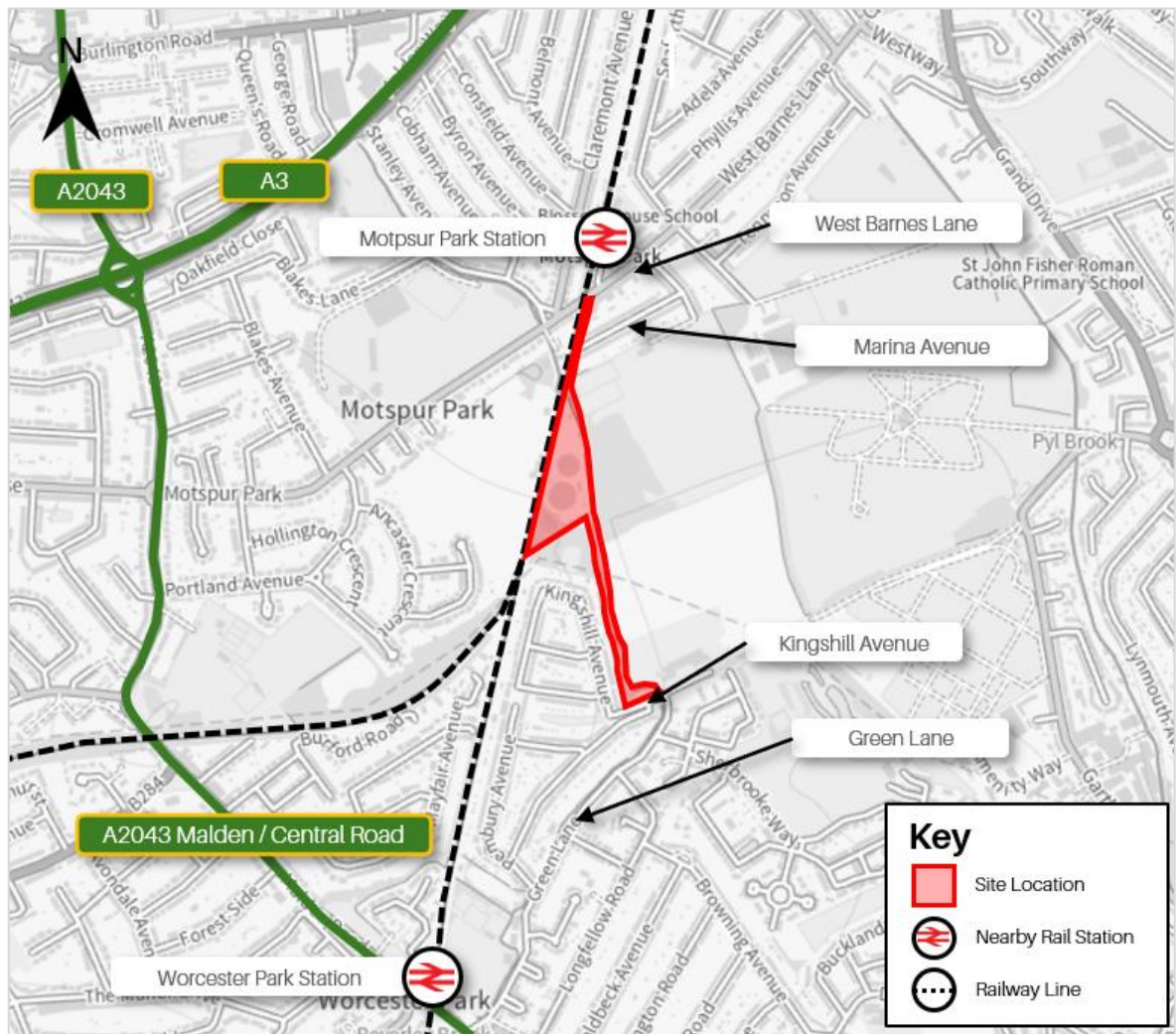


Figure 1-2 Site Location in relation to Borough boundaries



1.3 This TP identifies a range of initiatives supplemented by targets in order to reduce the dependence of the private vehicle. The following range of measures will be implemented as part of the Travel Plan process and will be tested via the monitoring programme also set out within this TP. The measures are:

- Residents' travel packs providing details and advice on local sustainable travel modes;
- Personalised travel planning for residents;
- Provision of public transport information;
- Provision of maps and information on national, local and off-road cycling routes specifically concentrating on the local area and connections to nearby facilities / services;
- Provision of isochrone maps demonstrating the distances to the nearest local amenities and facilities (see Figures 3.1 & 3.2);
- Promote a cycle buddy schemes amongst residents;
- Promotion of local and national sustainable travel events, such as walk to work week and cycle to work week;

- Vouchers for residents using public transport;
 - Bicycle Users' Group (BUG);
 - Cycle maintenance clinics; and
 - Car sharing / Car Club.
- 1.4 The Action Plan for the TP is outlined in **Table 7.1** and sets out the measures to increase sustainable travel and who is responsible for each measure and when it is being implemented.

What is a Travel Plan?

- 1.5 Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.
- 1.6 TPs are an important element of the Government's integrated transport strategy and are a means of managing the transport generated by a development or Site and implementing measures to reduce identified adverse effects of such transportation.
- 1.7 A TP is essentially a series of initiatives that are introduced by an organisation to provide all users of a site with an enhanced range of sustainable transport opportunities. The overriding objectives of TPs are to reduce the level of single occupancy car use for all journeys and to maximise the use of other sustainable modes of travel such as walking, cycling, and public transport.

Benefits of a Travel Plan

- 1.8 The most easily identifiable benefits of a TP are those that are directly related to reductions in vehicle use; namely proportionally less congestion, noise, air pollution and accidents.
- 1.9 There is, however, also a broader range of more intangible benefits that can accrue from the implementation of TP initiatives. Depending on the characteristics of each development, such benefits can include:
- Healthier residents and visitors;
 - Energy savings – through reduced fossil fuel use;
 - Improved use of public transport – through TP initiatives;
 - An improved environment for pedestrians and cyclists;
 - Cost savings – to residents as travel becomes more efficient; and

- Improved quality of life – through time savings achieved as a result of less congestion and reduced stress.

1.10 The objectives of this TP are as follows:

- To influence travel behaviour of residents.
- To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
- To reduce the number of short-trip car journeys;
- Reduction in overall mileage; and
- To help improve the health of residents.

Transport Planning Policy Context

1.11 The following section provides a review of the relevant transport planning policy in relation to the proposed development and this TP.

1.12 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

1.13 The NPPF was adopted in March 2012, however, there has since been several revisions and the latest version was adopted in February 2025.

1.14 In relation to TP’s, the NPPF states *“All developments that will generate significant amounts of movement should be required to provide a travel plan.”*

1.15 The NPPF also sets out that new developments should look to prioritise the use of sustainable modes of transport, and the TP will be a key tool to facilitate this.

1.16 The National Planning Practice Guidance (NPPG), which was published in November 2016 and last updated in February 2024. It states the following:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on the evidence of the anticipated transport impacts of

development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

- 1.17 Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
- 1.18 With regard to local policy, the London Plan and RBKuT's / LB Merton's adopted Local Plans set out a focus towards sustainable travel and encouraging the use of walking and cycling.
- 1.19 This TP therefore accords with, and supports, the relevant transport related planning policies.

Transport Documents

- 1.20 This TP is accompanied by the following transport documents to support the broader Full planning submission:
- Healthy Streets Transport Assessment (TA);
 - Delivery and Servicing Management Plan (DSMP); and
 - Car Park Management Plan (CPMP).

2. PROPOSED DEVELOPMENT

Development Details

- 2.1 The Proposed Development is a residential development comprising 586 homes inclusive of 35% affordable units, by habitable room.
- 2.2 The development includes 89 car parking spaces at a ratio of 0.15 spaces per unit. 3% of all units are provided with a disabled car parking space included within the 89 spaces. Cycle parking is provided in line with London Plan Standards and provides a total of 1035 long-stay cycle parking spaces for residents, and a total of 28 short-stay spaces for visitors.

Pedestrian and Vehicular Access

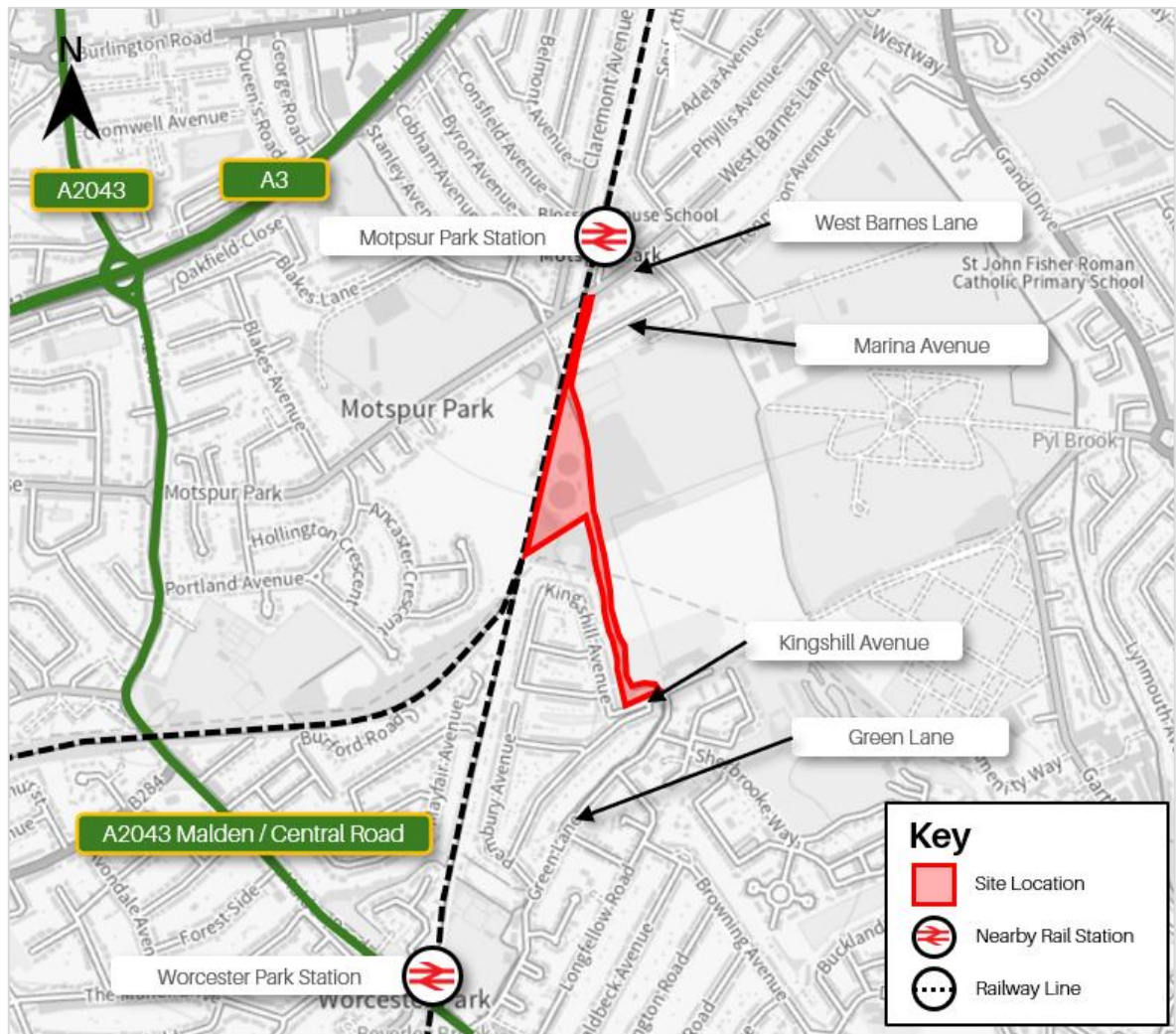
- 2.3 The scheme proposes three main access locations, comprised of the following:
- Retained and improved access from West Barnes Lane for pedestrians, cyclists and emergency vehicles;
 - New access from Marina Avenue for pedestrians and cyclists; and
 - New multimodal access from Kingshill Avenue to the south of the development, which will serve as the only vehicular access into the development.

3. SUSTAINABLE TRAVEL MODES

Site Overview

- 3.1 This Chapter provides an analysis of the Site's locality in relation to the surrounding transport networks, in addition to a review of the TfL WebCAT PTAL and TIM tools.
- 3.2 The development Site is a triangular parcel of land approximately 3ha in size, situated predominantly within RBKuT, but the northern access road is located within LBM. The site is currently accessed from West Barnes Lane adjacent to the northernmost point of the Site, with an additional existing access situated at the southernmost portion of the Site, from Kingshill Avenue.
- 3.3 The entire Site is currently private and therefore is closed to the public, with gated access points at both of the existing access locations.
- 3.4 The Site is bound by the Beverly Brook and adjacent woodland on the eastern boundary, a South Western Railway (SWR) Line on the western boundary and existing residential areas are situated north and south of the Site. Motspur Park and the associated High Street lies to the north of the Site, with Worcester Park to the south, with the High Street located further south along the A2043.
- 3.5 A Site location plan is provided on **Figure 3-1**, which shows the local transport networks and their location in relation to the Site.

Figure 3-1 Site Location Plan



- 3.6 The majority of the Site, with the exception of the area surrounding the northern access, is designated as Metropolitan Open Land (MOL). Beverley Brook & southern part of the Site (as well as the Kingshill Avenue allotments adjoining the Site) are designated as Sites of Importance to Nature Conservation (SINC). To the east beyond the Site's boundary is the Sir Joseph Hood Local Nature Reserve ('LNR') and SINC (within LBM) and the Manor Park SINC is located approx. 100m to the southwest of the site (within RBKuT).

Public Transport Connectivity

- 3.7 The Site benefits from close proximity to two rail stations – the nearest being Motspur Park, situated approximately 140m (taken from the proposed northern access) directly north of the Site on West Barnes Lane, which equates to a 2-minute walk, although in reality this will be longer from the centre of the Site. The other station being Worcester Park Station, situated approximately 1km south of the site on the A2043 Malden Road, equating to approximately a 15-minute walk. As Motspur Park is served by two lines, it is envisaged most people will use this station as it provides a more frequent service than Worcester Park.

- 3.8 Motspur Park and Worcester Park stations benefit from access to South Western Rail services, which provides direct connectivity to Central London and beyond London toward the south coast. Motspur Park benefits from a total of 8 cycle parking spaces provided in the form of Sheffield Stands adjacent to the eastern entrance – pictured in **Photo 1**. There are also additional Sheffield stands situated at the western entrance of the station from Claremont Avenue – pictured in **Photo 2**.

Photo 1 – Motspur Park Station Cycle Parking – eastern entrance



Photo 2 – Motspur Park Station Cycle Parking – western entrance



- 3.9 Worcester Park station also benefits from a total of 76 cycle parking spaces which are sheltered and CCTV-monitored, provided in the form of two-tier racks adjacent to the entrance to platform 1 and the car park – pictured in **Photo 3**.

Photo 3 – Worcester Park Station Cycle Parking



- 3.10 A summary of the destinations accessible from Motspur Park and Worcester Park and the corresponding journey times and peak-hour frequencies is provided in **Table 3.1**.

Table 3.1 Rail Service Summary – Worcester Park / Motspur Park

Destination	Approx. Journey Time	Approx. Peak Hour Frequency
Motspur Park		
Chessington South	14 minutes	Every 30 minutes
London Waterloo	25 minutes	Every 10 minutes
Dorking	31 minutes	Every 30 minutes
Guildford	49 minutes	Every two hours
Worcester Park		
London Waterloo	28 minutes	Every 10 minutes
Dorking	28 minutes	Every 30 minutes

Guildford	46 minutes	Every 40 minutes
-----------	------------	------------------

- 3.11 The nearest bus stop is situated on West Barnes Lane stop B, immediately adjacent to the existing northern access, provided in the form of a shelter with seating and a flagpole. The K5 service operates every half an hour through the stop on West Barnes Lane.
- 3.12 There is also an additional bus stop located on Green Lane, approximately 550m south of the proposed southern access provided in the form of a flagpole. The S3 service operates every 20 minutes through these stops.
- 3.13 Further south of the site, there are the additional 'Longfellow Road' existing bus stops situated approximately 1.1km south on the A2043 (Stop E and D), approximately a 15-minute walk from the proposed southern access location.
- 3.14 A summary of the bus services accessible at the nearest stops and their corresponding routeing, approximate frequencies across weekday, Saturday and Sunday services is provided in **Table 3.2**.

Table 3.2 Bus Service Summary – West Barnes Lane / Green Lane / A2043

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
West Barnes Lane Stops				
K5	Dysart Avenue – Morden Station	Every 35 minutes		No service
Green Lane Stops				
S3	Belmont Station – Malden Manor Station	Every 20 minutes		No service
A2043 Longfellow Road Stops				
151	Shotfield – Worcester Park Station	Every 10 minutes		Every 20 minutes
213	Fairfield Bus Station – Sutton Bus Garage	Every 10 minutes		
613	School service			
627	School service			

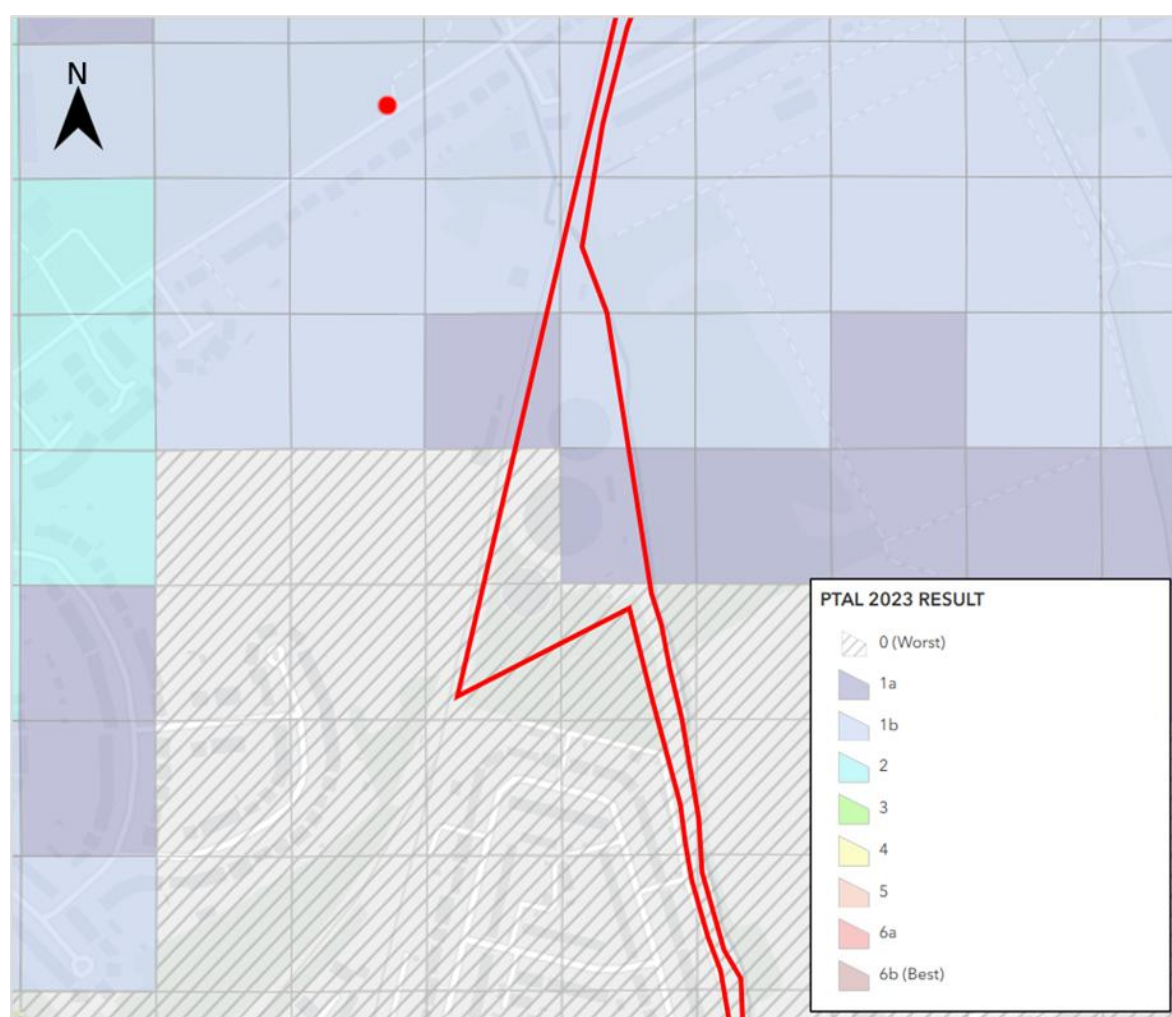
- 3.15 As demonstrated in **Table 3.2**, there are a number of regular bus services which are accessible from the Site and provide onward connectivity to surrounding areas and nearby stations such as Raynes

Park, Malden Manor Station and Worcester Park Station. While the stops on the A2043 are noted to be further afield, the frequency of these services and the fact that they operate across the week is envisaged to increase the attraction of these stops to prospective residents at the development – as the value and catchment of public transport nodes increases with the provision of regular services.

Public Transport Accessibility Level (PTAL)

- 3.16 According to TfL's WebCAT site, the majority of the Site has a public transport accessibility level (PTAL) of 0-1b (very poor and poor respectively) – confirmed in **Figure 3-2**.

Figure 3-2 TfL PTAL Mapping



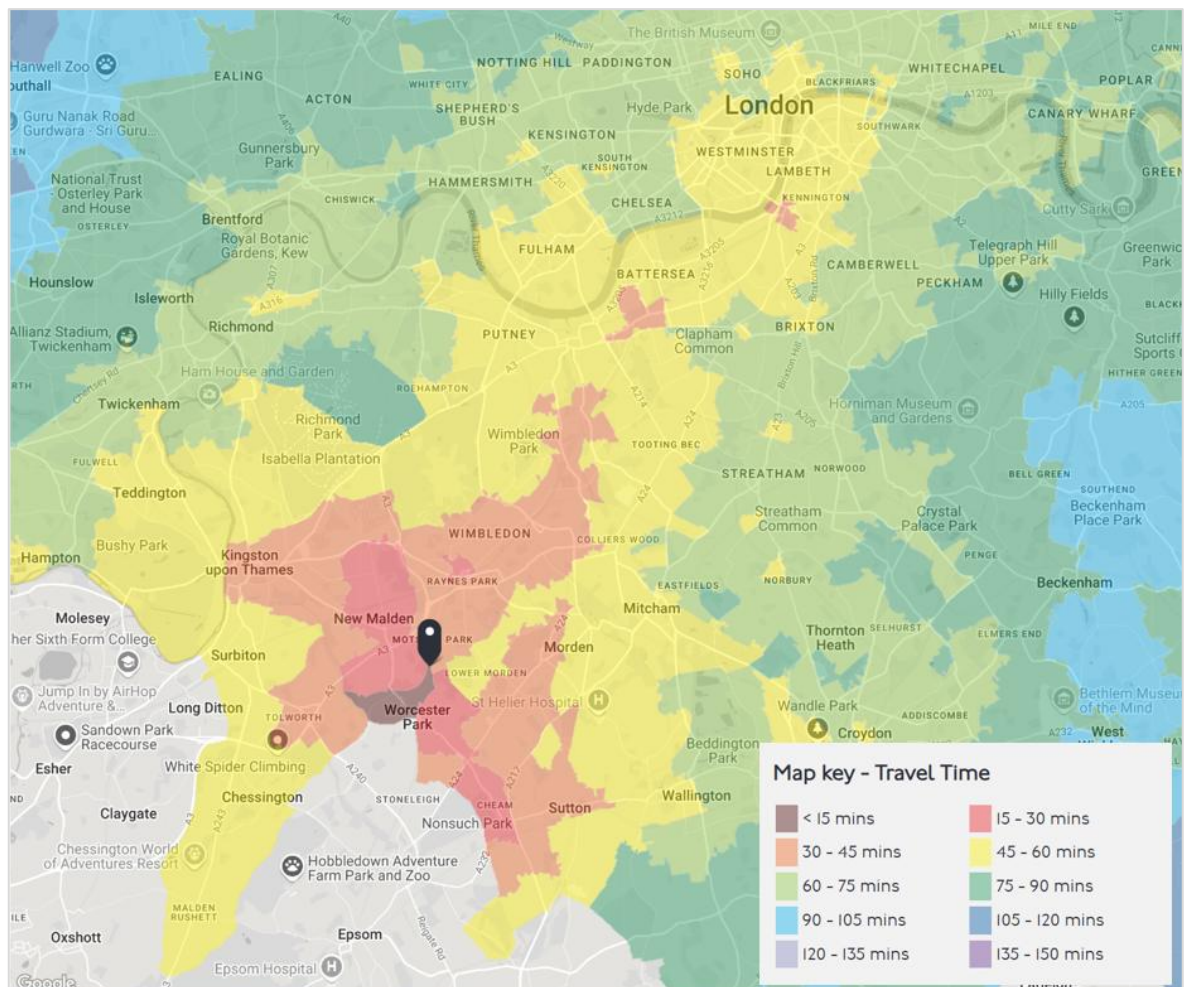
- 3.17 Notwithstanding the above, the development proposes improvements to deliver pedestrian and cycle connections to the north towards Motspur Park Station, as well as existing bus stops situated on West Barnes Lane. Furthermore, the proposals will open the site to provide a north-south connection for pedestrians and cyclists between the existing Motspur Park and Worcester Park, thereby enhancing the connectivity between the two.

- 3.18 As such, to reflect potential enhanced connectivity at the Site, a manual PTAL recalculation has been undertaken which demonstrates the Site still benefits from the same PTAL of 2, albeit with an improved accessibility index from 5.52 to 6.35.
- 3.19 The centre of the Site currently has a PTAL of 0, following a manual calculation of the PTAL to the nearest bus stops on Green Lane, the accessibility index is improved from 0 to 1a for the centre of the site, given the introduction of a southern access.
- 3.20 The intention would be to submit the revision to the Street Analysis team at TfL for consideration and agreement. This manual PTAL calculation is summarised within a note included at Appendix A4 within the accompanying TA prepared by Icen.

Time Mapping (TIM)

- 3.21 A review of TfL's Time mapping (TIM) tool was undertaken at pre-application stage (it is noted the TIM mapping feature is unavailable currently), several Central London locations are accessible within approximately an hour. The TIM mapping is demonstrated on **Figure 3-3**.

Figure 3-3 TIM Mapping



- 3.22 The list of Central London and local town centre locations accessible from the Site based on TfL's TIM tool are demonstrated in **Table 3.3**.

Table 3.3 Central London and Local Town Centre Locations – TIM

Location	Travel Time*
Worcester Park	Less than 15 minutes
Raynes Park, New Malden, North Cheam	15 – 30 minutes
Clapham Junction, Vauxhall, Wimbledon, Kingston upon Thames, Sutton, Morden	30 – 45 minutes
Oxford Circus, Covent Garden, Westminster, Waterloo, Battersea, Wandsworth, Fulham, Brixton	45 – 60 minutes

**TfL's TIM tool includes the walking time to stations within the calculation, hence the discrepancy between the information above and the journey times provided in Table 2.2.*

Walking and Cycle Connectivity

- 3.23 The local road network is supported by a good quality provision of adjacent footways and crossings, comprised of the following:
- Continuous footway provision on both sides of the carriageway on surrounding roads, including West Barnes Lane to the north of the site, Kingshill Avenue and on a portion of Green Lane south of the site; and
 - A number of zebra and controlled crossings on the local road network, as well as a controlled pelican crossing at the Green Lane / A2043 crossroads junction featuring dropped kerbs and tactile paving.
 - The level crossing on West Barnes Lane also provides regular opportunities to cross West Barnes Lane whilst traffic is stationary.
- 3.24 Both West Barnes Lane and the A2043 support a high density of retail and commercial uses inclusive of cafes, supermarkets, convenience stores, restaurants and pubs.
- 3.25 The public realm on West Barnes Lane features a number of benches, public Sheffield stands, an e-bike and e-scooter stands on the northern side of the carriageway and wide footways – as confirmed in **Photo 4**.

Photo 4 – West Barnes Lane Public Realm



- 3.26 The A2043 also benefits from a high-quality public realm, featuring a variety of seating, public Sheffield stands and street planting – pictured in **Photo 5**.

Photo 5 – A2043 Public Realm



3.27 Based on the guidance later detailed in **Chapter 3** relating to appropriate walking distances – 800m is a typical distance which people are willing to walk to reach local amenities, but this does not represent an upper threshold given that people will be willing to walk further to a cluster of amenities and if the route is attractive. As such, a summary of the prominent amenities within a 1km walk of the Site is provided in **Table 2.4**. The summary provided is not exhaustive given there are a number of cafes and smaller independent retail units.

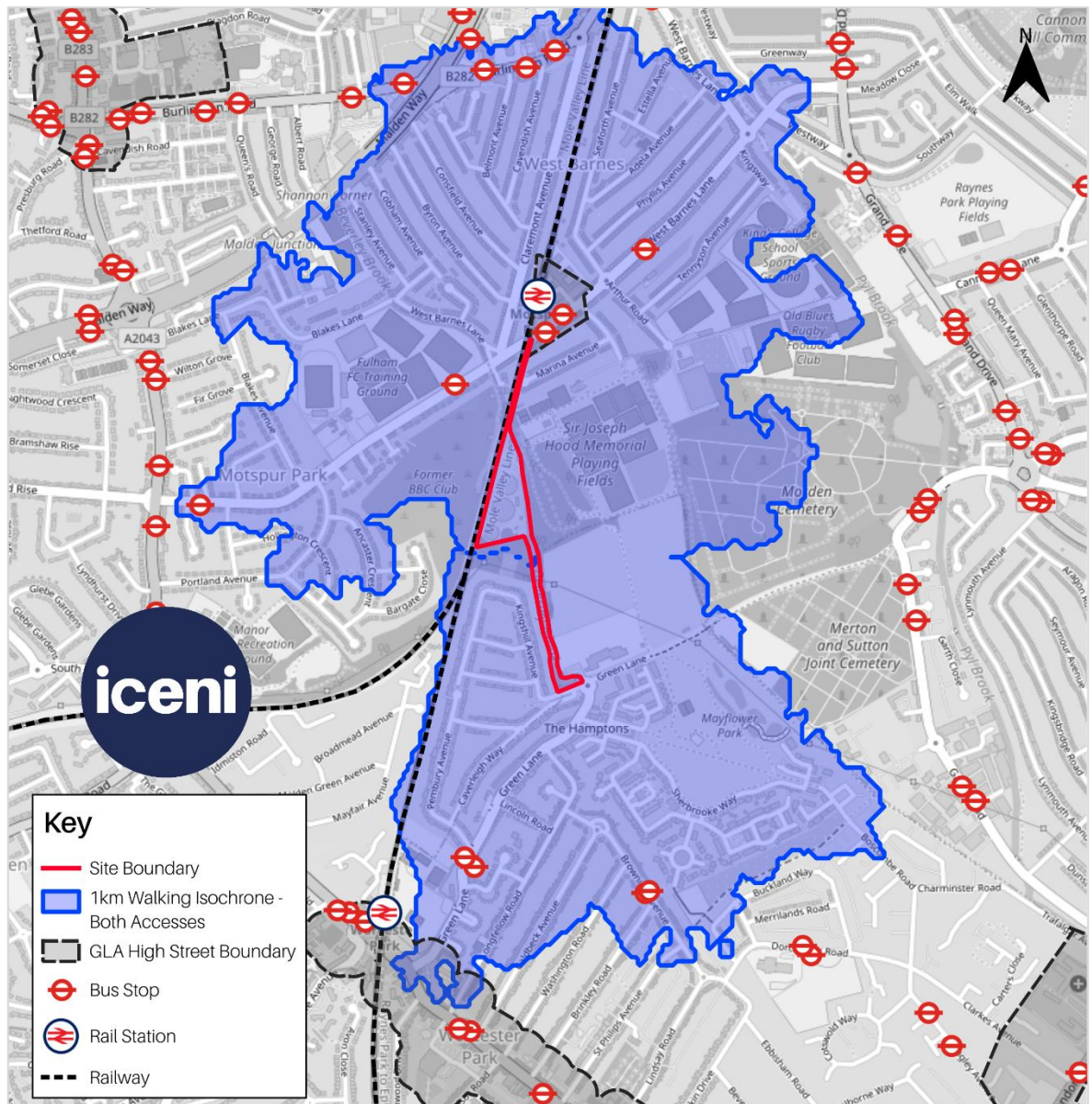
Table 3.4 Accessible Amenities – 1km Walking Distance (from the Site access points)

Amenity	Amenity Type	Walking Distance
Southern Access		
Worcester Park Cricket Club	Sports / Recreation	700m
The Brook	Pub	900m

Amenity	Amenity Type	Walking Distance
Iceland	Supermarket	1km
Starbucks	Café	950m
Pavilion Fish & Chips	Takeaway	900m
Poundland	Convenience	900m
Grace Church	Church	120m
Green Lane Primary & Nursery School	Education	50m
Worcester Barbers	Barbers	950m
Moonlight Hair & Beauty Salon	Hairdressers	1km
Northern Access		
West Barnes Surgery	Doctor's Surgery	750m
Earl Beatty	Pub	100m
Lucky Fish Bar	Takeaway	50m
Griffiths Pharmacy	Pharmacy	170m
Kami's Barber Shop	Barber	150m
Motspur Park Post Office	Post Office	180m
Coco Hair & Beauty	Hairdresser	90m

- 3.28 As demonstrated in **Table 3.4**, there is a wealth of existing amenities situated both north and south of the Site in Motspur Park and Worcester Park. South of the Site, there are additional prominent amenities just beyond the 1km walking distance such as Waitrose, Superdrug, Sainsbury's Local and Manor Drive doctor's surgery.
- 3.29 An ATZ assessment is set out at Chapter 5 of the accompanying TA prepared by Iceni, which evaluates the quality of active travel routes envisaged to be used by prospective residents at the development according to TfL's ten Healthy Streets indicators. Possible improvements to network deficiencies are explored as part of the ATZ assessment.
- 3.30 A 1km walking isochrone from both of the proposed access locations, the nearby High Streets and public transport nodes are plotted in relation to the Site in **Figure 3-4**.

Figure 3-4 Walking Plan



3.31 In regard to cycling – there are a number of existing cycling facilities two local cycle routes near to the site, situated north and south on West Barnes, comprised of the following:

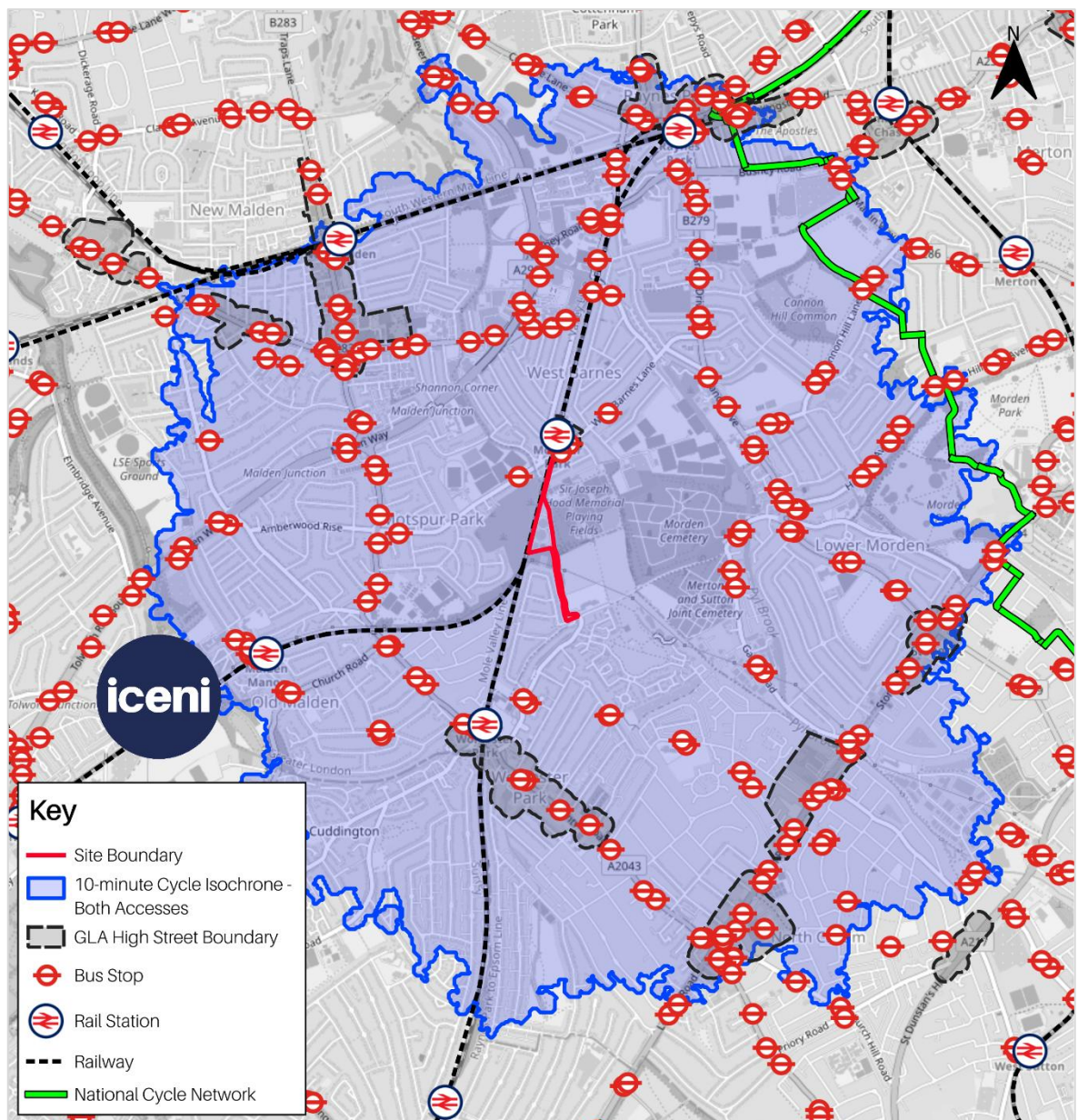
- A marked on-carriageway cycle lane located on Motspur Park Road, routeing southwest from the Rail Crossing adjacent to the proposed northern access location. The cycle lane then merges with the carriageway as Motspur Park becomes West Barnes Lane;
- A marked on-carriageway cycle lane located on the A2043 Central Road/Malden Road to the south of the site, routeing on a northwest/southeast axis;
- Advanced stop line facilities also exist on the A2043 at junctions along its extent; and

- As confirmed in the above photos, there is a generous provision of public Sheffield stands for storing bicycles within the local public realm. These on-street stands also benefit from natural surveillance.

3.32 The National Cycle Network (NCN) Route 208 is located approximately a 7-minute cycle journey east of the site, which provides a connection towards Wimbledon Station, comprised of both traffic-free and on-road routes along its extent.

3.33 The existing nearby cycle facilities in relation to the Site, and a 10-minute cycle isochrone are demonstrated on **Figure 3-5**. The 10-minute cycle isochrone is based upon the concept of the 20-minute neighbourhood – thereby equating to a 10-minute outbound and 10-minute return journey.

Figure 3-5 Existing Local Cycle Facilities



4. OBJECTIVES AND TARGETS

The Focus of the Travel Plan

- 4.1 This TP is primarily focussed on residents of the site and the majority of measures proposed are intended to encourage travel using sustainable modes, rather than the private vehicle.
- 4.2 This focus has been adopted because the Government's main goal for TPs has been towards residents and employers, and as such it is considered realistically more feasible to evaluate travel patterns and successfully implement quantifiable initiatives with residents than with the more variable visitor trips.

Objectives

- 4.3 There are a number of objectives that the implementation of the TP is intended to help fulfil:
- To influence travel behaviour of residents.
 - To generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel;
 - To reduce the number of short-trip car journeys;
 - Reduction in overall mileage; and
 - To help improve the health of residents.

Targets

- 4.4 The objectives given previously provide the framework for the TP measures. Where applicable, targets can be included in a TP to help achieve the identified objectives and there are two main types that are applicable. The most easily demonstrated are the commitment to deliver the package of measures set out in the plan. These measures are set out in the next chapter and include initiatives to promote increases in the use of cycling, walking, car-sharing and public transport.
- 4.5 The second form of target is aspirational and related to proportional changes in the travel modes used to get to the site. At this stage, it is difficult to define exactly the aspirational targets in advance of the development opening, as the modal split of residents is not known. However, possible targets could be to reduce the number of single occupancy car trips between 5% - 25% over a five year period. The targets will be confirmed through the baseline surveys that form the first stages of the monitoring programme.

- 4.6 The results of any resident travel questionnaire surveys (to be undertaken within 6 months of the residential units being 50% occupied) will provide more accurate information on the prevailing travel choices of residents and hence will provide a basis for the setting of aspirational targets in a later revision of the TP. Resident surveys will also be undertaken to ascertain travel habits to enable mode share targets to be set.
- 4.7 Based on evaluation of similar sites and using the primary objectives of the TP, the key TP targets are outlined in **Table 4.1**.

Table 4.1 Travel Plan Targets

Target	Action	Timescale
Aim to reduce single occupancy car travel by 12.5%	Implement the list of measures outlined within Paragraph 1.3 and within the Action Plan in Table 7.1.	Within 3 Years of the Initial Survey
Aim to reduce single occupancy car travel by 25%	Continual provision of information and ensuring there is consistently strong communication between residents and the Travel Plan Coordinator to ensure the Travel Plan remains a high priority	Within 5 Years of the Initial Survey

- 4.8 The data in **Table 4.2** is based on the 2011 Census Method of Travel to Work data for local middle super output areas. This has however been adjusted to reflect the proposed car parking ratio. More details on this adjustment are provided in the Transport Assessment, but the baseline mode share presented in **Table 4.2** takes into account this calculation. As the existing car driver mode share is so low, the target will still be to aim to reduce single car occupancy by 25% rather than the 10% usually agreed to within a Travel Plan.

Table 4.2 Method of Travel to Work – Travel Plan Targets

Mode of Travel	Baseline	Year 3 Target (12.5%)	Year 5 Target (25%)
Rail	57%	57%	57%
Bus, minibus or coach	12%	12%	12%
Taxi	1%	1%	1%
Motorcycle, scooter or moped	2%	2%	2%
Driving a car or van	8%	7%	6%
Passenger in a car or van	4%	4%	4%
Bicycle	5%	5%	5%
On foot	10%	11%	12%
Other	1%	0%	0%

Total	100%	100%	100%
--------------	-------------	-------------	-------------

*Note: Baseline Data Derived from Adjusted Census 2011 Data
Any discrepancies in totals are caused by rounding.*

- 4.9 The mode share aspirations forecast in **Table 4.2** demonstrate the modal splits with the TP targets based on 2011 Census data. The percentage of those travelling by the mode 'driving a car or van' has been reduced by 12.5% in Year 3 and 25% in Year 5 accordingly, with the data being split proportionately across the other modes.

5. TRAVEL PLAN MANAGEMENT

- 5.1 In order to ensure that the TP is as successful as possible it is essential that it is managed in such a way that all parties are aware of the aims and objectives and also the options available to them in terms of travelling to the site using sustainable modes of transport. It is important that there is a point of contact for residents and the local authority and also a driving force behind the implementation of the measures contained within the plan. To achieve this, a Travel Plan Co-ordinator will be appointed. They will also be responsible for the monitoring surveys.

The Travel Plan Co-ordinator and Associated Support

- 5.2 The TP will be implemented under the control of a Travel Plan Co-ordinator (TPC), who will work in conjunction with RBKuT and LBM, the local community and other interested parties for the continuing progression of the TP. The TPC will be appointed prior to first occupation of the development, however, until such time that the final TP is prepared, the interim contact in relation to this TP will be:

- Matt Bolshaw.
- Icen Projects Ltd (mbolshaw@iceniprojects.com).

- 5.3 The role of the TPC will be to coordinate and implement the list of measures outlined within Paragraph 1.5 and within Section 6 of this TP as well as the monitoring process. This can be summarised as follows, with an action plan as set out in **Table 7.1**:

- To promote and encourage the use of travel modes other than the car, including publicity;
- To provide a point of contact and travel information for residents;
- To ensure that all relevant information is provided to all residents and that up-to-date information is clearly displayed within the TP travel packs;
- To promote the car-sharing scheme within the site;
- To arrange for travel surveys to be undertaken where necessary; and
- To provide a point of contact with transport operators and officers of the Council and work with other local businesses to pursue joint plans and initiatives where relevant.

Monitoring and Review Mechanisms

- 5.4 An objective of TPs is that there will be an on-going improvement process including annual monitoring to be conducted at the end of each year following the opening of the site for a period of 5 years. The whole TP will then be reviewed in consultation with RBKuT And LBM. The TPC will form a contact point for communication with the local authority.
- 5.5 The travel habits of residents will act as the baseline data with regular monitoring (every year for 5 years) being undertaken so that an indication of changes over time can be assessed.

Travel Surveys

- 5.6 Questionnaire surveys of the residents' travel patterns will be undertaken as part of the review process on an annual basis, commencing 6 months after the residential development is 50% occupied. These will seek to determine any change in the modal split and uptake of TP initiatives.

Sustaining Interest

- 5.7 It is important to sustain interest and commitment to the TP to ensure its success. The TPC should be proactive in ensuring information is available and up-to-date that residents are aware of the TP and the travel options available to them.
- 5.8 The initiation of residents' walking and cycling user groups will assist in sustaining interest in sustainable travel, with members taking an active role in promoting and encouraging active travel.

Marketing and Communication

- 5.9 In addition to the initiatives already outlined within the TP, there will be ongoing marketing and communication of information following the launch.

On-going Marketing

- 5.10 The TP will be launched on the opening of the site and will be continually marketed through the provision and updating of travel information and leaflets for residents of the development. The information contained within the travel packs will be periodically reviewed and updated and reissued as appropriate.

Funding

- 5.11 The implementation of the TP, is to be funded by the developer. This will include all cycle parking provision and accommodating facilities within the site and all costs associated with the implementation, management, marketing and monitoring of the TP.
- 5.12 The on-going monitoring of the TP measures will illustrate their effectiveness in meeting the objectives of the plan. In the event that the TP is not on track to meet its targets the annual review will outline any additional or remedial measures that may be used to get back on track. Remedial measures could include:
- Allocation of resources for further promotional activities;
 - Funding further improvements to infrastructure for non-car modes, such as additional cycle parking spaces for residents.
- 5.13 Given that this is a TP prepared in advance of knowing whether remedial measures are required and if required what these measures may comprise it is difficult to quantify a budget at this stage.

6. TRAVEL PLAN INITIATIVES

- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be implemented and encouraged by the TPC.

Measures to Reduce Car Use for Residents

- 6.2 The parking provision across the site is below the London Plan parking standards. Parking has been provided at a level to ensure that residents do not need to park on the surrounding highway but also to the extent that most people will favour other more sustainable modes.
- 6.3 Based on the 2011 Census, Car or Van Availability data shows that in the three MSOAs nearest the Site across the three boroughs, car ownership is at a level of 1.2 cars per household and the parking ratio for the Site is 0.15 spaces per unit. As such, the aim of this TP is not to inhibit car ownership, but to encourage people to think about their travel choices and, where practical, use alternative modes of travel as the parking ratio will already restrict car ownership.
- 6.4 The following measures will be considered to reduce car use for future residents of the proposed development;
- Information on public transport links;
 - Promotion of local car share (one on-site car club and two external spaces) and walking buddy schemes;
 - Promotion of local and national sustainable travel events, such as walk to work and cycle to work week.

Provision of Travel Information

- 6.5 Information relating to potential means of non-car access to the site will be included within travel packs provided on occupation of the site. All residents will be made aware of this information to increase awareness of the travel options available to them. The travel packs will hold up to date information about the TP and the reasons for implementing it, providing:
- Information on health benefits;
 - Cycle routes;
 - Pedestrian access;
 - Public transport links;
 - Isochrone maps showing distances to the nearest local amenities and facilities;

- Bus and train timetables and contact information;
- Bus discount vouchers;
- Details of council run transport schemes, such as free school transport;
- Details of any discounts secured at local cycle shops;
- Details of local car share, such as the on-site car club, and walking buddy schemes;
- Contact details of local sustainable transport groups and organisations; and
- Details of local and national sustainable travel events, such as walk to work and cycle to work week.

Measures to Promote and Facilitate Cycling

As well as provision of secure and covered cycle parking in accordance with parking standards to be contained within covered and secure cycle stores, consideration will be given to providing the following to further encourage cycling to and from the site:

- Information on the local cycle network routes to be provided to residents by including this information on maps made available within travel packs;
- Health benefits of cycling promoted in Travel Packs;
- Financial benefits of commuting by bike outlined;
- Promote a bicycle users group (BUG). To be undertaken by the TPC to commence on opening;
- Promote a cycle buddy scheme to encourage residents to cycle to work and local places of recreation with other residents;
- Details of any discounts available at local cycle stores (to be negotiated by the TPC);
- Provide details of local cycling clubs; and
- Provide details of cycle to work week.

Measures to Promote Walking

6.6 Measures aimed at increasing the viability of walking to/from the site will be based around consideration of the provision of the following facilities and benefits prior to the opening of the site:

- Information on the 'on and off highway' pedestrian network routes to be provided to residents by including this information on maps which is to be produced by the occupiers and made available within travel packs;
- Promote a 'walking buddy' scheme for residents, similar to car sharing to be implemented by the TPC on opening and accessed via the national 'walkbudi' scheme www.walkbudi.liftshare.com;
- Health benefits of walking promoted in travel packs;

- Provide details of local ramblers/walking groups;
- Improvements to existing walking connections through the Site; and
- Provide details of walk to work week.

Measures to Promote and Facilitate Public Transport Use

6.7 Travel packs will be provided to residents and will include the following to encourage public transport use:

- Provide up-to-date public transport information including timetables and bus and train company contact information within travel packs;
- Provision of discounted bus travel vouchers in travel packs; and
- Provide information on council run transport schemes such as, free school transport.

Car Sharing

6.8 Car sharing is a good means of reducing single-occupancy car use. The main benefits of car sharing are as follows:

- Reduction in travel costs;
- Reduced demand for car parking;
- Reduction in wear and tear on vehicles;
- An opportunity to socialise with neighbours;
- Shared driving and reduced stress; and
- Less cars on the road, so less congestion and pollution.

6.9 The main reasons for not wanting to car share are often found to be as follows:

- Fear of not being able to get home;
- Reduced flexibility to meet job requirements;
- Less freedom to combine trips to and from the destination with other journeys; and
- Difficulties in keeping to agreed schedules.

6.10 **Table 6.1** provides an indication of the annual costs that a driver would incur and the savings they could make just on fuel by car sharing.

Table 6.1 Fuel Costs Per Annum

Distance from Work	Driver Only*	Sharing with One*	Sharing with Two
10 km (6 miles)	£675	£338	£225
20 km (12 miles)	£1,350	£675	£450
30 km (20 miles)	£2,025	£1,013	£675
40 km (25 miles)	£2,700	£1,350	£900

*Based on a 1600cc engine with petrol at 135p per litre doing 10km to the litre working 250 days per annum.

- 6.11 The practicalities of car sharing for residents may be limited due to the varying start and finish times and destinations of residents, however, the developer, through the TPC, will endeavour to promote car sharing for residents within 6 months of opening to encourage those driving from home to nearby locations to offer lifts to neighbours.

Construction Worker Travel

- 6.12 Construction workers will all be encouraged to use sustainable modes to travel to and from the Site and will be provided with information as to how they can reach the Site by walking, cycling, bus or train. There will also be an emphasis on employing workers from the local area to reduce the need to travel longer distances.

Personal Travel Planning

- 6.13 The TPC will offer Personal Travel Planning (PTP) to all residents. Through a brief discussion and completion of a questionnaire the TPC will be able to advise on potential changes residents could make to the way they travel for different journey purposes with a view to reducing single occupancy car trips. As with car sharing, reducing the number of car trips made will result in lower expenditure on fuel and improved health and wellbeing for residents from walking and cycling. The TPC will provide relevant maps, contact details and timetable information to enable each individual recipient of PTP to have all of the information they need to travel more sustainably.
- 6.14 The PTP will also be available for any new residents to the development. If a property is re-sold or re-let within the first five years, then the new residents will be able to utilise this service.

7. SUMMARY AND CONCLUSIONS

- 7.1 The measures and initiatives recommended within this TP are considered to be sufficient to encourage residents of the proposed development to travel in a sustainable manner by promoting and securing initiatives and incentives which would minimise the need to travel by private car.
- 7.2 The monitoring and review process will ensure the plan remains a live document and will sustain the necessary efforts for it to reach its objectives. All monitoring reports will be provided to RBKuT and LBM once available.
- 7.3 This TP identifies that the site has good opportunities for residents to use existing modes of transport other than the car. The developer and TPC will undertake the following to ensure the TP meets its objectives:
- Provision of high quality pedestrian and cycle routes within the site;
 - Secure cycle parking for residents and visitors;
 - To provide regularly updated bus and train timetable information and cycle route plans within resident travel packs; and
 - Implement a range of measures to encourage residents to minimise the number of single occupancy car trips they make.
- 7.4 **Table 7.1** overleaf sets out the TP measures proposed such as footway improvements, methods to reduce car use and promotional material to encourage sustainable travel. The table also lists timescales for the measures proposed and who is responsible for implementing them.

Table 7.1 Action Plan

Issue		Measures proposed	Timescale	Responsibility
Measures to reduce car use		Appointment of a Travel Plan Co-Ordinator	Pre- Opening	TPC
		Provide public transport and cycle route details to residents via travel packs	On Opening	TPC
		Provide information to residents about car sharing schemes	On Opening	TPC
		Provision of cycle parking at each unit for residents	On Opening	Developer
		Provision of Personal Travel Planning for all residents	On Opening	TPC
Measures to promote alternatives	General	Information within travel packs to include bus, train and cycle route plans and timetables, along with contact numbers of relevance (e.g. taxi firms)	On Opening	TPC
		Provide walking, cycling and public transport isochrones to demonstrate number of amenities and facilities near to the site.	On Opening	TPC
	Public Transport	Provide public transport route details and contact information to via travel packs	On Opening	TPC
		Provide residents with information on discount vouchers for local bus services via travel packs	On Opening	TPC
	Walking	Information on the 'on and off highway' pedestrian network routes via travel packs	On Opening	TPC
		Promote a 'walking buddy' scheme for residents, similar to car sharing	On Opening	TPC
		Provide a high quality pedestrian environment within the site	Pre-Opening	Developer
	Cycling	Secure and covered cycle parking will be provided for the development	On Opening	Developer
		Promote a Bicycle Users Group (BUG) for residents	On Opening	TPC
		Promote a Cycle Buddy Scheme	On Opening	Developer
Monitoring and Management		Annual Questionnaire Surveys of residents to be undertaken within 6 months of the residential units being 50% occupied)	To commence 6 months after occupation of 50% of units	TPC
		Annual review of the travel plan and its initiatives to be undertaken based on the data obtained from the above Questionnaire Surveys and multi-modal counts.	To commence 6 months after occupation of 50% of units	TPC

1. 'Pre-opening' – the relevant measure will be implemented prior to the completion of the relevant part of the new site
2. 'Within 'x' months' – following instigation of the travel plan for the relevant part of the site

TPC = Travel Plan Co-Ordinator