



ttp consulting
transport planning specialists

Eaton Homes

**Fairway House,
Dartmouth Road**

Residential Travel Plan Statement

February 2015

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1 INTRODUCTION

- 1.1 TTP Consulting are retained by Eaton Homes ("the applicant") to provide traffic and transport advice in relation to the proposed development at 53 Dartmouth Road, Forest Hill which is located in the London Borough of Lewisham.
- 1.2 The site, also known as Fairway House, is located approximately 285 metres south of Forest Hill rail station on a parcel of land to the rear of properties that front Dartmouth Road and Dartmouth Place.
- 1.3 The existing building comprises 3 storeys consisting of an MOT Centre covering 996 square metres (sqm) at ground floor level and 836sqm of office space across first and second floor level. Access to the building is currently served from Dartmouth Road via a 2m wide access route situated between number 53a and 55 Dartmouth Road or from Clyde Terrace via a gated entrance located towards the south eastern end of the site.
- 1.4 The proposals seek to redevelop the site into two blocks providing in total 27 residential units and 830sqm of B1 office floorspace. No on-site car parking will be provided for the site, except for 3 blue badge holder bays. In addition, 54 cycle spaces will be provided.
- 1.5 This Travel Plan Statement has been prepared with regard to the residential aspect of the development.
- 1.6 The main aim of the document is to put in place the management tools deemed necessary to enable residents and visitors to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents and visitors from using sustainable modes which in effect can self-manage single-occupancy vehicle use.

Scope

- 1.7 This Travel Plan Statement (henceforth simply referred to as a 'Travel Plan') is a strategy setting out the sustainable travel options and measures for residents and visitors. Due to the modest size of the development, AIM Targets and a formal monitoring regime has been deemed unnecessary.

1.8 The remainder of this Plan is structured as follows:

- Section 2 - Outlines the accessibility of the site;
- Section 3 - Sets out the objectives of the Travel Plan;
- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Sets out the Measures that will be implemented; and
- Section 6 - Sets out the Action Plan.

2 ACCESSIBILITY

- 2.1 The site is located within the London Borough of Lewisham (LBL) on the eastern side of Dartmouth Road, immediately north of Clyde Terrace and approximately 285m south of Forest Hill Rail Station.
- 2.2 The building is set back from properties that front both Dartmouth Road and Dartmouth Place, located to the west and south of the building respectively. The site is bounded to the east by railway lines and to the north by a mix of residential and commercial properties. The site is situated in an area which is not currently subject to controlled parking restrictions.
- 2.3 Further afield, particularly to the north, are a number of local facilities and amenities within walking distance of the site, including food retail shops, restaurants and newsagents. As such the proposed development is considered to be located within an established area that will benefit from many services that can cater for future occupiers of the site.

Local Highway Network

- 2.4 The A2216 Dartmouth Road is located to the west of the site operating in a broadly north-south direction with two single traffic lanes connecting the A205 London Road to the north with the A2216 Kirkdale to the south. Dartmouth Road has a mix of single and double yellow lines on both sides of the road, as well as on-street parking opportunities.
- 2.5 Clyde Terrace provides access to the south east corner of the site via Clyde Vale and Dartmouth Road. It has no parking or loading restrictions on its western side whilst double yellow lines are in operation along its eastern side. Clyde Vale, which connects with Clyde Terrace, is a two-way single lane carriageway that comprises a mix of unrestricted parking and double yellow lines along its entirety.
- 2.6 Dartmouth Place, located south of the site is a one-way eastbound road that connects Dartmouth Road with Clyde Terrace.

Car Clubs

- 2.7 There are a number of existing car club vehicles in the vicinity of the site; the closest vehicle is operated by Zipcar and is located on Perry Vale, east of the site. **Table 2.1** below sets out the local car club vehicles.

Table 2.1 Local Car Club Operators		
Operator	Location	Distance from Site
Zipcar	Perry Vale, SE23 2LF	400m
Zipcar	Waldenshaw Rd, SE23 3XP	650m
Zipcar	Panmure Rd, SE26 6NA	900m
Zipcar	Wynell Rd, SE23 2LN	1km

Accessing the site by non-car modes

Walking

- 2.8 The local area benefits from a very good pedestrian environment providing suitable and accessible links to numerous local facilities and public transport services. The local area is provided with well-maintained footways, street lighting and a number of crossings with dropped kerbs and tactile paving located at natural desire lines. In particular, green-man push-button facilities are located on Dartmouth Road close to the junction with London Road.
- 2.9 The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) sets out that for journeys up to 2km, walking can be an appropriate mode of travel to replace car trips. The site is therefore located within walking distance of shops, businesses and services located in the Barnet area. In addition, Forest Hill Station is located approximately 285m north of the site.

Cycling

- 2.10 "Cycle Friendly Infrastructure" guidelines published by the CIHT highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles. Much of North London is within a five mile distance of the site, specific areas include: Sydenham, Dulwich, Penge, Brockley, Downham, and Brixton.
- 2.11 The local cycle network benefits from a number of routes, as recommended by TfL. Syden Park Road towards Round Hill is classed as a '*quieter road that has been recommended by other cyclists*' whilst Perry Vale and the varying roads that follow the railway line north / south have been '*signed for use by cyclists on a mixture of quiet and busier roads.*'

Public Transport

2.12 A summary of the bus services available in the locality is provided in **Table 2.2**. The bus route 'spider map' prepared by TfL is included at **Appendix A** and shows interchange opportunities available from these routes.

Table 2.2 Summary of Bus Service Frequency (*Services every x minutes)				
No.	Route	Weekday Frequency*	Weekend Frequency*	Bus Stop Location
122	Plumstead Road / Crystal Palace Parade	10 - 13	11 - 13	Dartmouth Road (180m, 2 minutes' walk)
176	Penge / Tottenham Court Road	7 - 10	7 - 11	
197	Peckham Bus Station / Croydon Flyover	10 - 12	10 - 14	
185	Lewisham Station / Victoria Station	8 - 12	9 - 13	London Road (400m, 5 minutes' walk)
356	Forest Hill Station / Wickham Road	17 - 20	18 - 21	

Rail Services

2.13 Forest Hill Station is located approximately 285m north of the site on Dartmouth Road (Circa 5 minutes). It offers connections to the London Overground and national rail networks including destinations such as Crystal Palace, London Bridge, Dalston Junction, West Croydon, Highbury & Islington, London Victoria, and Caterham. The frequency of these destinations are highlighted below:

- Crystal Palace – 5 services an hour;
- London Bridge – 7 services an hour;
- Dalston Junction – 4 services an hour;
- West Croydon – 4 services an hour;
- Highbury & Islington – 3 services an hour;
- London Victoria – 2 services an hour; and
- Caterham - 1 service an hour.

Public Transport Accessibility Level (PTAL) Rating

- 2.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 2.15 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.
- 2.16 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 2.17 The PTAL rating of the centre of the site is 4, indicating that the site has a good level of accessibility to public transport.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as Action Targets for the short and medium term.

- a) **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- b) **Targets** are the goals by which progress will be assessed.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage residents to use more sustainable ways of travelling to / from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.

3.3 The sub-objectives are:

- a) Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- b) Sub-objective 2: To promote the health and fitness benefits of active travel to all users;
- c) Sub-objective 3: To introduce a package of physical and management measures that will facilitate resident travel by active modes; and therefore,
- d) Sub-objective 4: To reduce unnecessary use of the car for the journey to and from the site by residents.

Targets

3.4 Targets are essential for the success of the travel plan. The key Action Targets are set out below:

- a) A Residential Travel Plan Co-ordinator (RTPC) will be appointed at least 1 month prior to a residential unit being occupied;
- b) A Welcome Pack will be created, detailing the Measures set out in this document; and

- c) A sustainable transport noticeboard will be provided and located in a prominent location. The noticeboard will be periodically updated so that it details up-to-date information.

3.5 Given the size of the development, it is more constructive to set Action type Targets for Measures aimed at promoting sustainable transport to residents, rather than a mode split Aim Target.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

- 4.1 A Residential Travel Plan Co-ordinator (RTPC) will be appointed at least one month prior to the first occupation of any of the residential units.
- 4.2 The RTPC will be responsible for overseeing the management, development, implementation and review of this Travel Plan. The Applicant will initially fund the RTPC, until the first units are occupied. Subsequently, the RTPC will be fully funded through a management service charge.
- 4.3 The primary responsibilities of this role include:
- a) The implementation of measures as set out in the Travel Plan (including reviewing the welcome packs and noticeboards every 6 months).
 - b) Promoting the objectives and benefits of the Travel Plan; and
 - c) Acting as the point of contact for all residents regarding travel and the Travel Plan.
- 4.4 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

- 4.5 A Welcome Pack will be prepared for residents. The Welcome Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network and contact from taxi operators.
- 4.6 Residents will be made aware of the Travel Plan and of its branding, including the purpose and objectives, along with specific measures such as the cycle parking.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Walking

- 5.2 There are a number of inherent advantages that will encourage residents to walk. In summary, these are:

- The site is within walking distance of nearby local shops and amenities;
- There is a good network of footways in the local area; and,
- There are good pedestrian routes to other neighbouring facilities.

- 5.3 Noticeboards will be erected showing the most direct routes to local amenities.

- 5.4 The Resident Travel Plan Co-ordinator will identify, through discussions with residents, problems with external pedestrian routes and will liaise with the local planning and highway authority to encourage maintenance of all pedestrian routes to a high standard and discuss with the local planning authority any further improvements to pedestrian routes and linkages. For example, they will seek to identify any particular safety hazards, poorly lit areas, etc.

Green Travel

- 5.5 Residents will be informed on the environmental benefits of green travel – www.travelfootprint.org.

Cycling

- 5.6 The proposals include the provision of 45 cycle parking spaces for the residential units.
- 5.7 Information and advice concerning cycle routes will be provided within the Welcome Pack.
- 5.8 There are free cycle training courses for adults and children who live, work or study in Lewisham; courses are run by National Standards approved, trained and experienced instructors. The RTPC will be responsible for researching courses and establishing whether there is demand for cycle training.

5.9 Other cycle promotions will include the following:

- a) Promotion of the health benefits of cycling; and
- b) Cycle routes and other cycling information provided on notice boards, and in the Welcome Pack etc.

Public Transport

5.10 There are a number of bus and train services that operate in the vicinity, as detailed at Section 2. The Resident Travel Plan Co-ordinator will ensure all train and bus services are well publicised and promoted to residents.

5.11 General information on public transport services, including route and timetable information, will be available within the Welcome Packs and on all noticeboards.

5.12 Contact details will be provided for public transport operators such as TfL (Journey Planner) and National Rail, and for local taxi operators.

Personalised Travel Planning

5.13 The RTPC will offer a personalised Travel Planning service for all residents, if requested. The TPC will be able to draw on advice from journey planning websites such as Transport Direct www.transportdirect.org.uk.

Measures to encourage Visitors

5.14 The Occupier does not have any control of how visitors travel to the site. However, it is possible to educate and inform visitors of the benefits and opportunities of travelling by sustainable modes.

5.15 In this regard, information on opportunities for walking, cycling and public transport will be displayed on noticeboards at appropriate locations. Furthermore, information on initiatives promoted by the Council will also be advertised.

5.16 Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate on-street spaces, and the use of car clubs will also be encouraged.

6 REVIEW AND ACTION PLAN

- 6.1 Due to the size of the development no travel plan monitoring surveys are required. However it is important that this Travel Plan is continuously reviewed and revised to ensure it remains relevant to residents of the development.
- 6.2 The following will be monitored by the RTPC on a regular basis:
- The level of usage and condition of the cycle stands;
 - The detail and information provided on the noticeboards and in the welcome packs;
 - The number of residents utilising the personalised travel planning measure.
- 6.3 A Travel Plan Review will occur each year over the lifetime of the Plan (5 years) that will ensure the Travel Plan remains up-to-date. The Review will include updates to the Welcome Pack and Noticeboard to ensure their content remains relevant.
- 6.4 **Table 6.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 6.1: Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Appointment of Resident Travel Plan Co-ordinator	To be appointed one month before first occupation	Occupier	Appointment of Travel Plan Co-ordinator	Occupier
Provision of Cycle Parking	Before occupation	Developer	Before occupation	Developer
Erection of Travel Noticeboards	Before occupation	Occupier	Prior to occupation of unit	Travel Plan Co-ordinator
Production of Welcome Pack	Before occupation	Occupier	Completed Travel Pack	Travel Plan Co-ordinator
Personalised Travel Planning Sessions	On-going	Occupier	On-going	Travel Plan Co-ordinator
Promote Active Modes	On-going with emphasis on summer months	Occupier	On-going	Travel Plan Co-ordinator

Figures



TITLE:
Site Location Plan

PROJECT:
Dartmouth Road, Forest Hill

CLIENT:
Eaton Homes

DRAWN:: D.P
CHECKED:
DATE: 05.08.14
SCALE: NTS



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DRAWING REFERENCE:
Figure 1

REVISION: