

Draft Residential Travel  
Plan  
October 2021

EAS

# Sidcup Library

Hadlow Road,  
London Borough of Bexley  
BexleyCo Homes

## Document History

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## 1 Introduction

### What Travel Plans are and how they benefit users of new development

- 1.1 A Travel Plan is a long-term management strategy for an organisation or development that seeks to deliver sustainable transport objectives through action and is set out in a document that is reviewed regularly. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also help in meeting a range of other objectives, as discussed elsewhere in this document.
- 1.2 Travel Plans can help to increase accessibility while reducing congestion, local air pollution, greenhouse gases and noise. Importantly, a Travel Plan can increase business efficiency and equality, which is why many organisations have decided to produce voluntary travel plans. The TfL guidance highlights the importance of sustainable transport options to support the planned growth in the country as well as to address climate change.
- 1.3 A well-developed Travel Plan can mitigate the adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level. The Department for Health publication *Choosing Health: Making healthy choices easier* (2004) recognised the health benefits of walking or cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 1.4 In London, Travel Plan development and implementation is being promoted by TfL. They include online guidance that provides information on sustainable transport options such as active travel, car sharing and public transport available to those competing journeys in London. This guidance has been considered in preparation for this Travel Plan.

### Travel Plan Coordinator

- 1.5 The travel Plan coordinator contact details will be provided in this section once known.
- 1.6 The Travel Plan Coordinator for this Travel Plan is:

Name:

Company:

Telephone:

Email:

Usual Days and hour of work:

Office Address:



### Status of This Travel Plan

- 1.7 This Travel Plan (TP) has been produced on behalf of BexleyCo Homes by EAS Transport Planning Ltd for the redevelopment of the Sidcup library building, including the demolition of the existing structure and providing a new building containing 32 residential apartments comprising of 13 x one-bedroom (2-person) one of which will be wheelchair accessible housing, 5 x two-bedrooms (3-person) two of which will be wheelchair accessible housing, 8 x two-bedrooms (4-person), 4 x three-bedrooms (4-person), and 2 x three -bedrooms (5-person) apartments, 35% of which will be allocated as affordable housing.
- 1.8 The main reasons for implementing this TP are to:
- demonstrate to London Borough of Bexley that the developer is committed to providing the site management and suitable facilities to encourage travel to and from the site in a sustainable manner;
  - set out the necessary survey and monitoring requirements needed to assess the performance of the Residential Travel Plan (RTP);
  - reduce resident's dependency on car-borne trips;
  - inform residents of the health benefits of sustainable travel; and
  - market the site's accessibility to key amenities and employment opportunities by public transport.

### Overview of this Travel Plan

- 1.9 The structure of this TP is based upon Transport for London (TfL)'s Transport and Travel Planning Guidance, including the TfL's Travel Plan Guidance and Transport Assessment Guidelines:
- Section 2 provides a site assessment which includes information from the accompanying Transport Statement;
  - Section 3 presents baseline data that give an indication of residents' possible travel patterns;
  - Section 4 describes objectives and targets of the Travel Plan;
  - Section 5 sets out management of the Travel Plan including nominating a Travel Plan Co-ordinator;
  - Section 6 describes the proposed Travel Plan measures;
  - Section 7 and describes proposed Travel Plan monitoring;
  - Section 8 summarises with an Action Plan; and
  - Section 9 describes securing and enforcement of the Travel Plan.

## 2 Site Assessment

### Introduction

- 2.1 This chapter provides an overview of the nature of the proposed development including the main transport issues identified in the Transport Statement accompanying the application. It also provides a comprehensive overview of the current travel and transport situation in the vicinity of the development site.

### Proposed Development

- 2.2 The location of the proposed development site is identified upon the location plan presented at **Appendix A**. The site is located within Sidcup Town Centre, fronting Hadlow Road which is landscaped for pedestrian priority. Vehicular access is via St Johns Road.
- 2.3 The proposals are for the redevelopment of the former library building, including the demolition of the existing structure and providing a new building containing 32 residential apartments comprising of 13 x one-bedroom (2-person) one of which will be wheelchair accessible housing, 5 x two-bedrooms (3-person) two of which will be wheelchair accessible housing, 8 x two-bedrooms (4-person), 4 x three-bedrooms (4-person), and 2 x three - bedrooms (5-person) apartments, 35% of which will be allocated as affordable housing. A Masterplan showing the development proposals is included in **Appendix B**.
- 2.4 This Travel Plan is being prepared as Draft Plan to support the development proposal at the planning stage.

### Site Context - Local Facilities

- 2.5 The site is located within the Sidcup Town Centre with a wide range of retail, employment, education and leisure facilities all within a 5-minutes' walk of the site. Key local facilities are shown on the location plan contained in **Appendix A**. The proposed development site is also located within a 3-minute walking distance of the nearest bus stops.
- 2.6 Multiple schools are located under a 10-minute walk or under a 5-minute cycle from the development and Sidcup train station is located 1.1km north of the development within a 13-minute walk or a 5-minute cycle.
- 2.7 Table 2.1 shows the closest local amenities and their distances from the site.

Amenity	Walking / Cycling Distance
Aspire Pharmacy	34m
Better Gym	44m
Little Waitrose	150m
Poundland	95m
Santander Bank	110m
Morrisons	350m
Coast Bar and Grill	92m

Quigley Dental Sidcup	230m
Premier Lodge Day Nursery	450m
West Lodge Preparatory School	650m
CTK St Mary's Sixth Form	900m

*Table 2.1: Distances to Local Amenities*

### Active Travel - Walking

- 2.8 BexleyWalks is a free app designed to help residents and visitors find out more about some of Bexley's hidden treasures. It provides guided walks that include maps and facts that appear within the app when users arrive / stop at points along the routes. The walks are also available on [bexleywalks.co.uk](http://bexleywalks.co.uk).
- 2.9 The residential units are highly accessible by foot with pedestrian connections to and from bus stops, Sidcup train station, educational facilities, and Sidcup Town Centre where retail, eateries and employment opportunities are located as mentioned above. Sidcup Town Centre has wide paved footways present on either side of the carriageway, with controlled pedestrian crossings along High Street in the form of multiple zebra crossings.
- 2.10 The local footway network is very well developed and offers good permeability and large proportion of active frontage. During the site Active Travel Survey it was noticed that majority of the footways offer high quality, wide and well-lit routes to education, transport hubs and local amenities. The local footways, especially along the High Street are easy to navigate and quite pleasant to use.
- 2.11 Walking Isochrones illustrate the 5, 10 and 15 minute comfortable distance of which pedestrians would walk. The Isochrones are contained in **Appendix C**.

### Active Travel - Cycling

- 2.12 London Borough of Bexley offers free cycle training for adults and children who live, work and or attend school in the Borough. These courses can be booked on Bexley London Boroughs website <https://www.bexley.gov.uk/services/parking-transport-and-streets/road-safety-and-cycle-skills-bexley/free-cycle-training>.
- 2.13 The Open Street Map website illustrates that there are local cycleways present surrounding the site along Chislehurst Road, The Green, High Street, Hadlow Road leading up to Station Road. The local cycleway illustrated on Open Street Map is contained in **Appendix D**.
- 2.14 In addition, a number of local roads surrounding the site are of strong residential character and are keenly used by cyclists on their daily routes.
- 2.15 Cycle Isochrones illustrate the comfortable distance of which cyclists would cycle. The Isochrones are contained in **Appendix C**.

### Active Travel - Public Transport

#### By Bus

- 2.16 The nearest bus stop is located near the site frontage along Hadlow Road. It is served by the B14 school service. The second closest set of bus stops are located approximately 260metres

from the site along High Street, near the junction of Station Road. These bus stops are served by the following bus services:

- Route 51, provides access to Woolwich High Street, Woolwich Arsenal Station, Welling Station, Sidcup Station, Nugent Retail Park and Orpington Station with various stops along the way. The service operates Monday to Friday with 6 – 12 buses per hour between 04:47 – 01:23, on Saturdays with 4-5 buses per hour between 04:47 – 01:23, and on Sundays 8 – 9 buses per hour between 04:47 – 01:23.
  - Route 233, provides access to Eltham Bus Station, Sidcup Station, Five Arches Business Estate, and Beechenlea Lane with various stops along the way. The service operates Monday to Friday with 2-4 buses per hour between 06:20 – 00:47, on Saturdays 2-4 buses per hour between 06:15 – 00:48, and on Sundays 2 buses per hour between 07:40 – 00:47.
  - Route 321, provides access to Fooks Cray Tesco, Lewisham Station, Lewisham College, New Cross Gate Station and New cross Saisburys with various stops along the way. The service operates Monday to Friday with 2-8 buses per hour between 00:00 – 00:00, on Saturdays 2 – 6 buses per hour between 00:00 – 00:00, and on Sundays 2 – 6 buses per hour between 00:00 – 00:00.
  - Route 492 provides access to Sidcup Station, Five Arches Business Estate, Bexley library, Crayford Station, Dartford Station, Livingston Hospital, The Bull and Bluewater Shopping Centre, with various stops along the way. The service operates Monday to Friday with 1 – 2 buses per hour between 06:28 – 00:19, on Saturdays 1 – 3 buses per hour between 06:30 – 00:19, and on Sundays 1 – 2 buses per hour between 08:43 – 00:19.
  - Route R11 provides access to Sidcup Queen Mary's Hospital, Fooks Cray High Street, St Mary Cray Station, Orpington Hospital, and High Street Worlds End Lane with various stops along the way. The service operates Monday to Friday with 3 - 6 buses per hour between 05:41 – 00:21, on Saturdays 3 – 7 buses per hour between 05:41 – 00:21, and on Sundays 2 – 3 buses per hour between 06:16 – 00:21.
- 2.17 The site has access to many local bus services with up to 32 buses an hour within 260metres of the main building entrance.

#### By Train

- 2.18 The site is located 1.1km south of Sidcup Station, which provides frequent connections to London Cannon Street, via Lewisham, Woolwich Arsenal, Gravesend and Charing Cross. The Station is operated by South Eastern Rail, and provides approximately 13 trains per hour.
- 2.19 The station itself has shops present and a seated waiting area. There is car parking available for up to 264 cars, and sheltered cycle storage for up to 32 bicycles. A taxi rank is present outside of the station as well as bus stops providing sustainable travel solutions to enable residents to travel without the use of a private vehicle.
- 2.20 The station is in theory located outside the 960metre radius set by PTAL methodology however, it is still located within walkable distance and easy cycling distance and accessible via local roads, frequently used by cyclists.

### Vehicular

- 2.21 St Johns Road is a one-way street from where the existing access into the development's car park is located. The access into the car park will remain as per the existing arrangement which comprises of a vehicle crossover arrangement which is 4.2metres wide.

### Car Club Spaces

- 2.22 The nearest car club space to the development is located 2.9km west of the development on Bercta Road which would be a 35-minute walk, or a 9-minute cycle.
- 2.23 Car clubs provide a sustainable and convenient alternative to owning a car. Residents of the new development will be made aware of the location and benefits of joining a car club with measures discussed in Section 6.

### Cycle Parking

- 2.24 The cycle parking standards are set out in Policy T5 of the London Plan 2021 as minimum standards and are as follows:
- 1 space per studio or one person one-bedroom unit;
  - 1.5 spaces per two persons one-bedroom; and
  - 2 spaces for all other residential units;
  - Visitor spaces should be provided at 2 spaces for up to 40 units and 2 spaces for every 40 units thereafter.
- 2.25 The proposed development therefore will provide a minimum of 60 cycle parking spaces and these will be located within secure sheltered cycle stores located on the ground floor of the building and can be accessed from the car park, as well as form the front of the building.

### Servicing and Delivery

- 2.26 Refuse collection is proposed to be collected from Hadlow Road. A refuse store will be located on the ground floor facing Hadlow Road. Deliveries and Emergency service vehicles are expected to pull up on Hadlow Road to serve the site.
- 2.27 The buildings will be provided with common area for parcel delivery, where the non-perishable deliveries could be left when residents are not at home. Such arrangement will further reduce the carbon footprint of the development by reducing the need for re-delivery trips or parcel collection trips.

### 3 Estimates of Travel Patterns

- 3.1 The estimated vehicle trip generation of the proposed residential scheme of 32 residential apartments is set out in the Transport Statement. These trip rates and other multi modal trip rates are included below to illustrate the envisaged trip generation for the residential development.

*Table 3.1 – Anticipated Residential trip generation*

Trip Rates Mode	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Average
	IN	OUT	IN	OUT	
Vehicles Trip Generation	0.027	0.087	0.093	0.056	
Vehicle Trips	1	3	3	2	32%
Cycles Trip Generation	0.002	0.015	0.007	0.002	
Cycle Trips	0	0	0	0	0%
Public Transport Users Trip Generation	0.013	0.192	0.100	0.040	
Public Transport Users Trips	0	6	3	1	36%
Pedestrians Trip Generation	0.032	0.119	0.072	0.047	
Pedestrian Trips	1	4	2	2	32%
<b>Total Trips</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>100%</b>

Note: figures may not sum exactly owing to rounding.

- 3.2 Using the information in Table 3.1, it is estimated that a total of 15 multi-modal trips will be made in the AM peak hour and 13 multi-modal trips will be made in the PM peak hour covering the four main methods of transportation, with the most common mode being public transport with 36%, followed by walking with 32% of trips, and 32% of trips being undertaken using a private vehicle, with cycling being the least common.
- 3.3 The TRICS assessment is intended to provide an estimate only and are only used to assist with calculating estimated targets.
- 3.4 The above tables suggest that walking, public transport and private vehicles will be the most common modes of transport for the residential occupants. These calculations and subsequent results are likely attributable to the close proximity of the site to the well-connected bus interchange and railway station.



## 4 Objectives, Targets and Indicators

### Introduction

- 4.1 This section sets out the objectives and targets for the Residential Travel Plan. The objectives are the Plan's high-level aims, giving it direction and providing a focus.
- 4.2 Targets are the measurable goals by which progress can be assessed. At this stage indicative targets have been set to cover the first five years of the Residential Travel Plan period. It is anticipated that these could be updated once it has been possible to carry out the baseline travel survey.
- 4.3 Indicators are the elements which will be measured in order to assess progress toward meeting the final and interim targets.
- 4.4 This chapter will be updated following the baseline travel surveys to allow establish more detailed targets.

### Objectives

- 4.5 The objectives of the travel plan are to:
  - 1 ensure that resident dependency on single occupancy vehicular trips is as low as possible via installing a range of hard and soft measures;
  - 2 provide the required information and incentives to residents to encourage travel to the site via sustainable methods of transport;
  - 3 reduce the transport related environmental impacts associated with residents, visitors and servicing at the site;
  - 4 enhance the developer's social responsibility credentials to a wider audience; and
  - 5 increase the attractiveness of walking and cycling for residents travelling to and from the development, in particular for short journeys.

### Targets and Indicators

- 4.6 Best practice guidance places emphasis on Travel Plan targets being 'SMART': that is Specific, Measurable, Achievable, Realistic and Time Bound. Indicators provide a means of measuring progress from the time of the baseline surveys towards meeting the targets. The Travel Plan targets (and indicators by which the targets can be measured) are set out in Table 4.1.

No	Target	Objective	Indicator	Baseline value	Target value(s)	% points change	Measured by
'Aim' type targets							
1	Reduce the proportion of Single Occupancy Vehicle (SOV) trips made by residents.	Objective 1, 2, 3, 4, 5	Residents travel diary surveys	TBC from Baseline Survey (32% forecast)	17% (TBC from Baseline Survey)	7.5% 7.5%	2026 2029
2	Increase the proportion of residents walking to or from the site.	Objective 1, 2, 3, 4, 5	Residents travel diary surveys	TBC from Baseline Survey (32% forecast)	37% (TBC from Baseline Survey)	2% 3%	2026 2029
3	Increase the proportion of residents cycling to or from the site	Objective 1, 2, 3, 4, 5	Residents travel diary surveys	TBC from Baseline Survey (0% forecast)	5% (TBC from Baseline Survey)	2% 3%	2026 2029
4	Increase the proportion of residents using Public Transport to or from the site	Objective 1, 2, 3, 4, 5	Residents travel diary surveys	TBC from Baseline Survey (36% forecast)	41% (TBC from Baseline Survey)	2% 3%	2026 2029
'Action' type targets		Objective	Measured By:	Responsibility:		Deadline:	
1	Appoint Travel Plan Coordinator	N/A	N/A	Building Management Company		Pre-occupation	
2	Initial Travel Plan Steering Group Setup	Objective 4	Initial Steering Group Meeting	Travel Plan Coordinator		2024	
3	Install cycle parking	Objective 2 & 4	Travel Plan Baseline Survey	Building Management Company		Pre-occupation	
4	Install electric charging points to meet policy requirements	Objective 2 & 4	Travel Plan Baseline Survey	Building Management Company		Pre-occupation	
5	Introduce notice boards within the site (including the main lobby) to inform residents and visitors of available travel choices	Objective 2 & 4	Travel Plan Baseline Survey	Building Management Company/Travel Plan Coordinator		Pre-occupation	
6	Welcome Pack for Residents	Objective 2 & 4	Travel Plan Baseline Survey	Travel Plan Coordinator		Pre-occupation	
7	Consolidation of deliveries, where possible	Objective 3	Travel Plan Baseline Survey	Building Management Company/Travel Plan Coordinator		2024	
8	Undertake Baseline Residents Travel Surveys	Objective 1, 2, 3, 5	Survey Taking Place	Travel Plan Coordinator		60% occupation	
9	Prepare Full Travel Plan	Objective 1, 2, 3, 4, 5	Full TP Submission	Travel Plan Coordinator		Within 4 weeks of the Travel Survey completion	
10	Implement Travel Plan Measures	Objective 1, 2, 3, 4, 5	Monitoring Report	Travel Plan Coordinator		Implement measures identified in TP until at least 5 <sup>th</sup> anniversary of Full TP submission	
11	Undertake Monitoring Travel Survey	Objective 1, 2, 3, 4, 5	Survey Taking Place	Travel Plan Coordinator		At 1 <sup>st</sup> , 3 <sup>rd</sup> and 5 <sup>th</sup> anniversary of baseline survey	
12	Prepare TP Monitoring Report	Objective 1, 2, 3, 4, 5	Report Submission	Travel Plan Coordinator		At 1 <sup>st</sup> , 3 <sup>rd</sup> and 5 <sup>th</sup> anniversary of Full	



					Travel Plan Submission
13	Review/Update proposed measures and targets to ensure that they are still relevant	Objective 1, 2, 3, 4, 5	TP Monitoring Report	Travel Plan Coordinator	Following Each Monitoring Report
14	Update Travel Plan	Objective 1, 2, 3, 4, 5	TP Submission	Travel Plan Coordinator	When needed following Monitoring report

Table 4.1: Travel Plan targets for residential development (Proposed occupation assumed June 2022 – to be updated with latest timeframe prior to baseline surveys)

## 5 Travel Plan Management

### Introduction

- 5.1 It is important to have a Travel Plan strategy that sets out clearly the stages by which the Plan will be developed and implemented. Elements of a Travel Plan strategy usually relate to:
- appointing a Travel Plan Co-ordinator;
  - securing the resources (including time) that are necessary to develop and implement the Travel Plan;
  - consulting and educating residents and visitors; and
  - identifying and engaging with partners.

### The Travel Plan Co-Ordinator

- 5.2 BexleyCo Homes are fully committed to encouraging sustainable methods of transport, particularly cycling. The developer and future occupiers are committed to the implementation of this Residential Travel Plan and its maintenance over an initial five-year period. They will be required to appoint a Travel Plan Co-ordinator prior to the occupation of the development who will be responsible for:
- implementation of the Travel Plan;
  - preparation of the baseline survey and feedback;
  - day to day management of the Travel Plan; and
  - preparation of the monitoring survey work and feedback.
- 5.3 The Travel Plan management structure will be formalised prior to the circulation of the Residential Travel Plan implementation materials and prior to undertaking initial baseline survey work. In addition, the Travel Plan Co-ordinator will contact the London Borough of Bexley Travel Plan Officer to confirm the Travel Plan management structure once it has been fully identified.

### Steering Group

- 5.4 To achieve successful outcomes for the Travel Plan it will be necessary to work with a number of partners and internal stakeholders from the planning stage through to implementation, management and monitoring. The Steering Group would schedule annual meetings with an option of more frequent meetings when required. It is suggested that the following partners and internal stakeholders will be involved in this process:
- The Developer/Building Management Company;
  - London Borough of Bexley Travel Plan officer;
  - Residents' representative (optional); and

- Travel Plan Coordinator.

## Marketing

- 5.5 Marketing and awareness raising strategies form an important part of all Travel Plans. The Residential Travel Plan, and the measures or incentives within it, will be marketed to new residents, as soon as they occupy the units, via means such as:
- Travel information boards located within the communal areas, such as corridors, socialising spaces and entry halls;
  - Welcome Packs containing suitable travel information to be distributed to residents.
- 5.6 It is important that there is continued marketing of the Residential Travel Plan (and its measures and incentives) at and after the initial implementation. The following primary means of marketing communications are proposed at this point:
- Travel Plan launch and future events;
  - Continuing to offer the Welcome Packs to new residents, and ensuring that these are kept up to date;
  - Continued upkeep of information on travel information boards; and
  - Distribution of a newsletter (via email or noticeboards) giving details of progress against targets as well as any new Travel Plan initiatives.
- 5.7 Initiatives such as 'Bike Week' are useful to help encourage residents to cycle to work. This is an annual event in which materials can be downloaded to promote cycling. (<https://www.cyclinguk.org/bikeweek>)
- 5.8 There are also numerous cycling training schemes available to adults for those who perhaps want to boost their cycling confidence. Such schemes could be communicated to residents, providing the opportunity for some to perhaps even learn to cycle for the first time. More information about classes can be found here <https://www.camcycle.org.uk/resources/training/#adult>.

## Baseline travel survey

- 5.9 The trip forecasts for the future residential use at the site were summarised in Section 3, which suggests that in total 68% of the daily trips will be by sustainable modes of transport, namely walking or public transport.
- 5.10 In order to establish the travel patterns of residents at the time of introducing the Travel Plan a baseline survey will be conducted when the residential units are at 60% occupancy.
- 5.11 The baseline survey will record data about resident trips and travel characteristics associated with the proposed development. It will also explore barriers to sustainable travel use. This information will be used to build on the measures in this Travel Plan and to ensure that the measures that have been installed are in line with residents' needs and circumstances.
- 5.12 The format of the surveys will be agreed with the London Borough of Bexley Travel Plan Officer in advance and will include Residents 5-day travel diaries undertaken via on-line based survey. All the surveys will offer incentives to residents to encourage survey uptake.

- 5.13 It is proposed that the baseline survey will be undertaken under the supervision of the Travel Plan Co-ordinator. Every effort will be made to ensure that the survey is as representative as possible.
- 5.14 The results of the baseline survey will be fed back to the London Borough of Bexley Travel Plan Officer within four weeks of collection in a succinct baseline survey report. Then and thereafter, at the 3<sup>rd</sup> and 5<sup>th</sup> anniversary in form of the Travel Plan Monitoring report. The Full Travel Plan might be also updated at those key stages to reflect any necessary changes in the measures or targets identified in the monitoring report and agreed with the Travel Plan Officer and Steering Group.

## 6 Travel Plan Measures

### Introduction

- 6.1 This chapter sets out proposed measures for the Travel Plan. They will be modified in the light of the baseline travel survey and of experience gained as the Travel Plan progresses. The Travel Plan Co-ordinator will liaise with the Travel Plan Officer at London Borough of Bexley as to what changes, if any, should be made.

### Walking

- 6.2 Walking is the most sustainable method of travel, has a number of proven health benefits and is an important source of personal freedom. It forms part of practically all journeys, even if most of the distance is covered by car or public transport and is the basic mode for those without access to either of these. It is particularly important for short journeys, under two kilometres or approximately 1.25 miles.
- 6.3 Walking is free, predictable and under the individual's control. It is non-polluting and does not make large demands on infrastructure. Like cycling it is an active form of travel that offers a range of physical and psychological benefits to the individual.
- 6.4 The Institute of Highways and Transportation (IHT) Guidelines Providing for journeys on foot (2000) suggest 'acceptable' and 'desirable' walking distances for some common trip purposes (where the person is not mobility impaired). It recognises that many people are prepared to walk up to 1.2 kilometres to local amenities. For shopping shorter distances are generally preferable.
- 6.5 The Travel Plan Co-ordinator will be responsible for raising awareness among residents of the health, financial, and practical benefits of undertaking journeys by foot and will draw up a plan showing walking routes to local amenities which are lit, accessible, easy to follow and well surfaced.
- 6.6 Where appropriate the Travel Plan Co-ordinator will liaise with London Borough of Bexley regarding the upkeep of local footpaths, signage, lighting and improvements to security on routes around the site.
- 6.7 Walking will be promoted to new residents within the Welcome Packs, where information will be required regarding any local facilities located within easy walking distance of the site.

### Cycling

- 6.8 Cycling is cheap, offers reliable journey times, and is environmentally friendly. Encouragement of cycling can help to improve people's health. A link has been identified between car growth and obesity, with both trends increasing at a similar rate between 1985 and 2000. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys on foot or by cycle.
- 6.9 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. A Travel Plan can offer benefits through the role of active travel in helping to control body weight and prevent or reduce the risk of diabetes, colon cancer, high blood pressure, coronary heart disease and osteoporosis.

- 6.10 The London Borough of Bexley's Local Implementation Plan 2011 / 2012 – 2013 / 2014 Section 3 paragraph 3.28 - Bexley Cycling Strategy and Action Plan states:

*The London Borough of Bexley was selected by TfL as one of the ten outer London Boroughs to participate in the Mayor of London's Biking Borough Initiative in 2010. As a result, the Borough has produced an innovative, evidence-based local cycling strategy and action plan. This provides a fresh basis for the development of cycling in the Borough and replaces the Cycling Action Plan included in the first LIP.*

*Measures identified include smarter travel initiatives, promotion and marketing, infrastructure and facilities, partnership working and organisational commitment. The core target is for a 300% increase in cycling to achieve a 3% mode share by 2020. To help achieve this, the revised action plan categorises all necessary measures for implementation, subject to availability of funding from TfL and other sources.*

- 6.11 The Travel Plan Co-ordinator will seek to make cycling for both visitors and residents a viable travel option by incorporating the following infrastructure and measures into the development and the Travel Plan:

- 58 secure cycle parking spaces provided on the ground floor of the building for all future residents will provide a suitable base for exploring this option.
- Electric Bicycles charging points installed within the cycle parking areas will assist in bicycle charging for those who travel further distances.
- 2 on street visitor parking spaces will be provided near the site entrance in form of a Sheffield stand, for any visitors to cycle to the site, as well as cater for residents needing to store their bicycle for short period of time.
- The provision, in welcome packs and on noticeboards, of local cycle route maps and information about local cycle repair shops and bicycle user groups and possibly discount coupons from local businesses on bike parts and maintenance.
- Marketing of national and Local-based 'Cycle to Work' weeks and events on the noticeboards;
- Organising residents' events on cycle maintenance and/or cycle training if required;
- If necessary, liaison with London Borough of Bexley regarding the maintenance of existing cycling infrastructure and helping to identify potential improvements; and
- Approaching local cycle retailers with a view to providing discounts for residents.

### Public Transport

- 6.12 Although walking and cycling are cheaper to use, provide for, and have the least environmental impacts and the greatest health benefits, they cannot easily replace public transport for longer journeys, say more than five kilometres.
- 6.13 Maps showing the location of, and suitable routes to, nearby bus stops and Sidcup station will be prominently displayed on the site. The Travel Plan Co-ordinator will also provide information about schemes such as Season Ticket Loans.

### Personal Travel Planning

- 6.14 The Travel Plan Coordinator will offer a personal Travel Planning session for each of the households. The session will aim at establishing if the residents are aware of the travel options available to them in their circumstances.

### Car Parking

- 6.15 The car parking provided on site will be limited. The parking spaces will be designated to the users with priority given to the disabled users.
- 6.16 The parking management will be written into the tenancy agreements for the flats.
- 6.17 The car parking in the areas surrounding the site is fully controlled, therefore the site will not generate any parking overspill. Any owners wanting to keep their vehicle off-site will be required to secure their parking space at their own expense. It is envisaged that none of the future residents (except the blue badge eligible) will be able to apply for any kind of on-street parking permit.
- 6.18 The Travel Plan Co-Ordinator will review the use of disabled spaces and will arrange with the management company if required.

### Car Sharing

- 6.19 The promotion of car sharing within London Borough of Bexley database available at: <https://liftshare.com/uk/community/bexley> which is free to join, via resident communications it will also contribute to limiting the vehicle parking demand at the site.

### Travel Plan information and planning

- 6.20 Complete and easy to understand information about travel opportunities is an essential ingredient for a Travel Plan, since the first step towards behavioural change is for an individual to understand and consider the options they have and the benefits or otherwise of each. It is therefore important for the baseline survey and site audit to identify what options people have available.
- 6.21 The Travel Plan Co-ordinator will seek to disseminate transport information to residents by:
- making available local public transport maps showing bus stops, bus destinations, public transport costs and discounts;
  - making available local cycling maps showing safe lit routes for cyclists, locations of local cycle parking spaces and local cycle repair shops; and
  - preparing or making available a map of local amenities that are within walking distance of the site.



## 7 Monitoring and Review

### Introduction

- 7.1 This Travel Plan is a continuous process for improvement requiring monitoring, review and revision to ensure that it remains relevant to residents and the wider working community in future years. This section sets out the proposals for monitoring and review of the Travel Plan over the development's first five years of occupation.
- 7.2 Following the initial baseline survey, the Travel Plan Co-ordinator will undertake monitoring at biennial periods over a five-year period, or until such a time that the Travel Plan targets have been met.
- 7.3 In year five, or sooner if the need arises, the Travel Plan Co-ordinator will review the Travel Plan and its targets, and will thereafter set new objectives, updated targets and introduce new measures where appropriate. If the Travel Plans targets have been met the Travel Plan can be updated on a voluntary rather than a compulsory basis.
- 7.4 This section sets out the specific monitoring proposals associated with the site and the means by which the TPC team will assess progress towards the targets outlined above.

### Monitoring Plan

- 7.5 Table 7.1 summarises the proposed monitoring plan, including the data collection activities which will be undertaken and when these will occur. Specific types of information and indicators which will be measured through each activity (see Chapter 5) are also identified.
- 7.6 By recording the take-up of the incentives offered, the Travel Plan Co-ordinator will also gain valuable information as to the likely future take-up of promotions for public transport, cycling and car club membership.

Data collection / reporting exercise	Key information	When/how frequently	By whom
Facilities Surveys	Check all the hard measures are in place and kept in good condition	Prior to first occupation and annually thereafter	TPC
Baseline Resident and visitor survey	Response rate, modal split, travel attitudes, destination data	At 60% residential occupation	TPC using travel diary surveys
Baseline survey report and Travel Plan amendments (if required)	Headlines from the baseline survey data and how they verify the plan	Within four weeks of baseline survey collection	TPC
Resident and visitors' monitoring survey	Response rate, modal split, travel attitudes, destination data	3 and 5 years after first occupation	TPC
Monitoring Report	Headlines from the monitoring survey data in the 3 <sup>rd</sup> and 5 <sup>th</sup> years. Chart progress toward Travel Plan targets	Within 4 weeks of the monitoring survey	TPC
Identification of new Travel Plan Initiatives	Potential new measures for inclusion within the Travel Plan	At any time	Steering Group & TPC

Table 7.1: Monitoring Plan TPC: Travel Plan Co-Ordinator

### Reporting



- 7.7 The Travel Plan Co-ordinator will report the survey results to London Borough of Bexley within four weeks of each survey. The TPC and officers at the London Borough of Bexley will then review the results and, if necessary, revise the Travel Plan targets or measures accordingly. The results of the Travel Survey and revised targets and measures will be included in the following revision of the plan.
- 7.8 The Travel Plan Co-ordinator and team will be responsible for communicating to residents and visitors the results of the monitoring surveys and resultant amendments to the Travel Plan. This will be achieved through the production of an annual newsletter or monitoring report which will also be displayed, perhaps in summary form, on the information boards.

### Steering Group

- 7.9 The Travel Plan Co-ordinator will organise annual Steering Group Meetings. The meetings will show progress of the TP implementation and will be opportunity for agreeing any changes and/or updated to the Travel plan or measures included in it.
- 7.10 The first Steering Group meeting will be aimed to take place following Baseline surveys prior to issue of the updated Travel Plan to the Council. Following meeting will be scheduled on its anniversary. There will be a scope to schedule more frequent meetings if such need arises.

## 8 Action Plan & Implementation

### Introduction

- 8.1 This chapter draws together the proposals for Travel Plan implementation, monitoring and review. The actions which will be undertaken are summarised in the action plan (Table 8.1), which indicates how the various elements of the plan will be drawn together and prioritised.

Action	Responsibility	Timescale
Confirm details of the Travel Plan Coordinator and key personnel who will be included in the TPC Team to Bexley London Borough	Owners	Before residential occupation
Preparation of travel information for residents and visitors	TPC	Before residential occupation
Prepare residents welcome pack and communal board information	TPC	Before residential occupation
Issue Welcome Packs with TP information	TPC	As residents begin to move in
Undertake (or commission) baseline surveys	TPC	At reaching 60% occupation
Travel Plan Residents Events	TPC	First one as soon as possible, totalling at, at least 2 annually.
Update communal board information	TPC Team	Once every two months after launch of travel Plan or as required
Review baseline survey data and modify TP targets and / or measures if necessary	TPC, Bexley London Borough	Within three months of undertaking baseline surveys
Seek to develop partnerships with other local Travel Plan operators	TPC	Ongoing
Hold steering group meeting to investigate TP issues	TPC and all Stakeholders	Annually
Monitor Travel Plan through monitoring surveys	TPC, Bexley London Borough	Three and five years after initial baseline surveys
Review Travel Plan	TPC, Steering Group, Bexley London Borough	Ongoing

Table 8.1: Actions that will assist in implementing the Travel Plan

## 9 Securing and Enforcement

- 9.1 The Travel Plan Co-Ordinator can ensure that the Travel Plan is effectively implemented with support from London Borough of Bexley if necessary.
- 9.2 The implementation of the Residential Travel Plan will incur costs associated with resources and materials as well as the time of those involved such as the Travel Plan Co-Ordinator.
- 9.3 The cost of monitoring the Travel Plan will be borne by the owner/building management company. They will also bare any costs relating to Travel Plan incentives and monitoring, as well as any council fees related to the Travel Plan.

## 10 Appendices

Appendix: A - Location and Facilities Plan  
Appendix: B – Development Layout  
Appendix: C – Walking and Cycling Isochrones  
Appendix: D – Cycle Routes Indicated on Open Street Map

## Appendix: A - Location and Facilities Plan

## Appendix: B – Development Layout

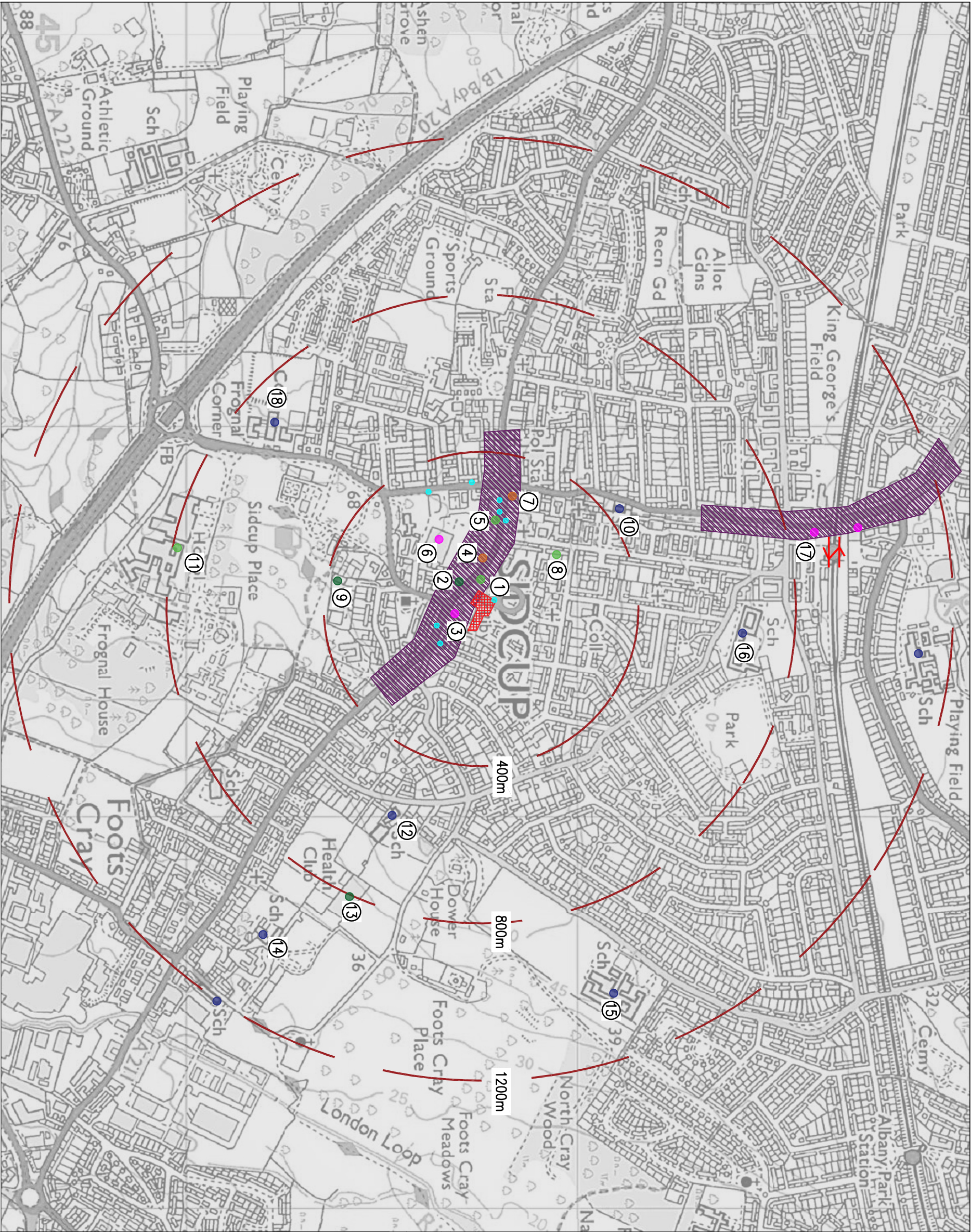
## Appendix: C – Walking and Cycling Isochrones

## Appendix: D – Cycle Routes Indicated on Open Street Map



## Appendix: A - Location and Facilities Plan





1. ASPIRE PHARMACY
2. BETTER GYM SIDCUP
3. LITTLE WAITROSE AND PARTNERS
4. LLOYDS BANK
5. QUIGLEY DENTAL
6. MORRISONS
7. BARCLAYS BANK
8. THE SIDCUP BUPA CARE HOME
9. SIDCUP BOWLS
10. WEST LODGE PREPARATORY SCHOOL
11. QUEEN MARY'S HOSPITAL
12. MERTON COURT SCHOOL
13. DAVID LLOYD SIDCUP
14. ST PETER CHANEL CATHOLIC PRIMARY SCHOOL

15. CLEEVE PARK SCHOOL
16. BIRKBECK PRIMARY SCHOOL
17. TESCO EXPRESS
18. CHRST THE KING ST MARY'S SIXTH FORM

KEY:

SITE LOCATION

BUS STOP

TRAIN STATION

LOCAL HIGH STREET FACILITIES

SUPERMARKETS

HEALTH CARE FACILITIES

LEISURE FACILITIES

EDUCATIONAL FACILITIES

BANKS

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CLIENT:

ARCHITECT:

PROJECT:

SIDCUP LIBRARY,  
HADLOW ROAD, SIDCUP

TITLE:

LOCATION AND FACILITIES PLAN

SCALE @ A3:  
1:1000

DESIGN-DRAWN:  
ET

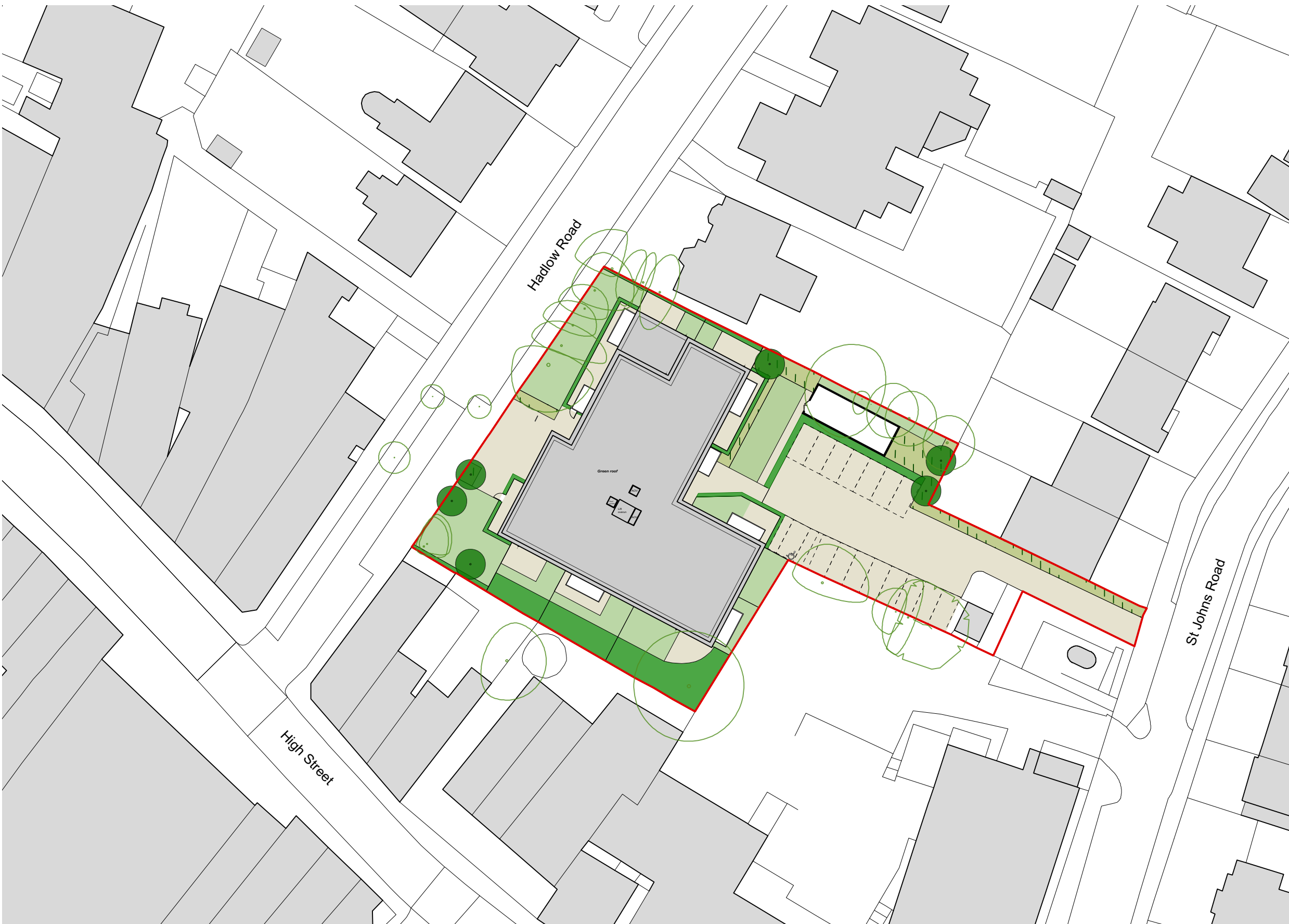
DATE:  
02/08/2021

PROJECT No:  
3267

DRAWING No:  
FIG01



## Appendix: B – Development Layout



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DRAWING NOTES

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	13/10/2021

KEY PLAN

**stitch**  
Architects & Urban Designers

Suite 6, Fusion House, 28 Rochester Place, London, NW1 9DF  
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PROJECT

**Sidcup Library**

PROJECT CODE	CLIENT
20217	BexleyCo

DRAWING TITLE	STATUS
Site plan proposed	Draft

SCALE	SHEET	DATE OF FIRST ISSUE
1:500 @ A3	A3	17.09.21

DRAWING NUMBER	REVISION
20217-STCH-XX-00-0050	-



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DRAWING NOTES

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	13/10/2021

KEY PLAN

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PROJECT

Sidcup Library

PROJECT CODE	CLIENT
20217	BexleyCo

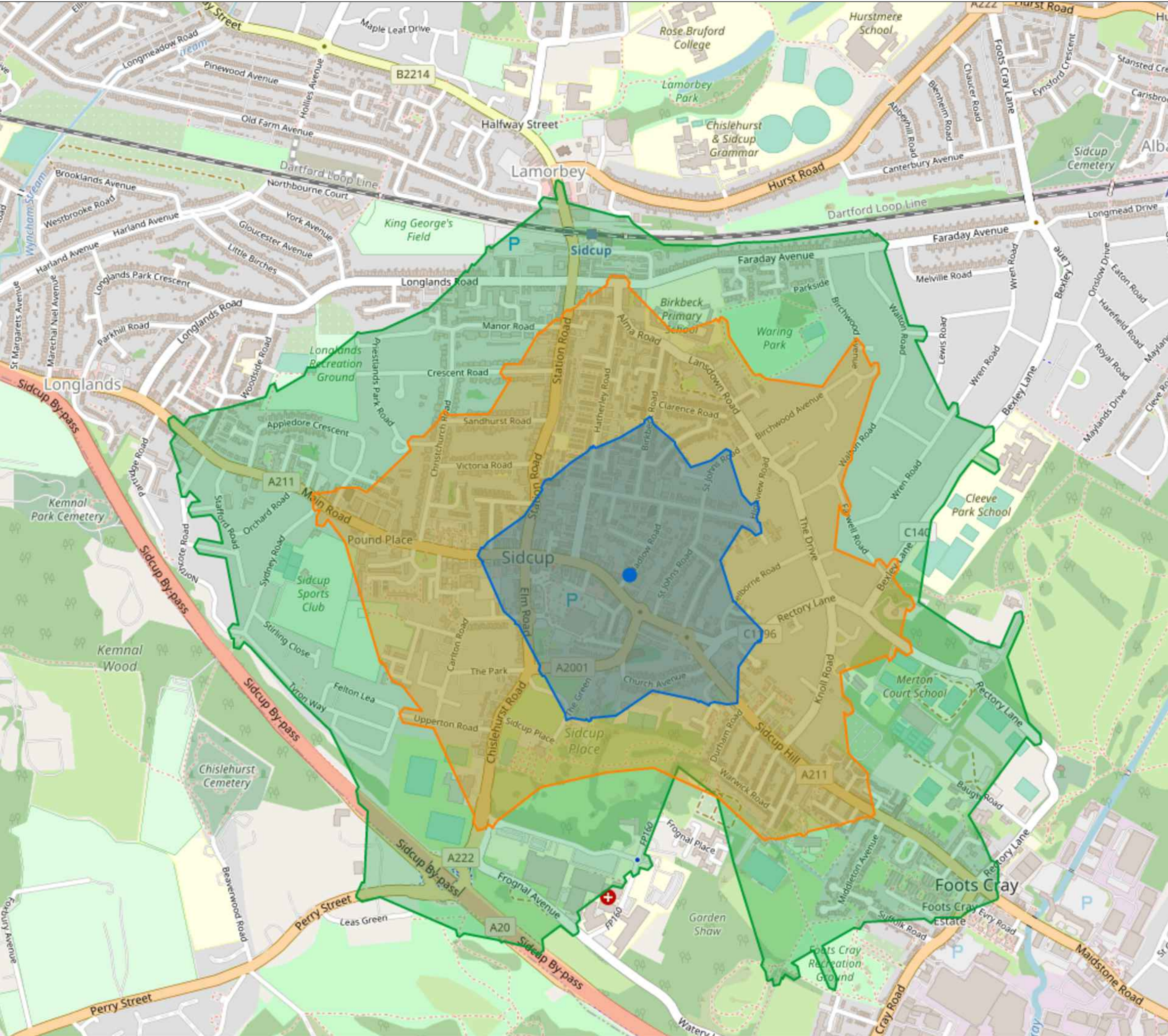
DRAWING TITLE	STATUS
Site ground floor proposed	Draft

SCALE	SHEET	DATE OF FIRST ISSUE
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DRAWING NUMBER	REVISION
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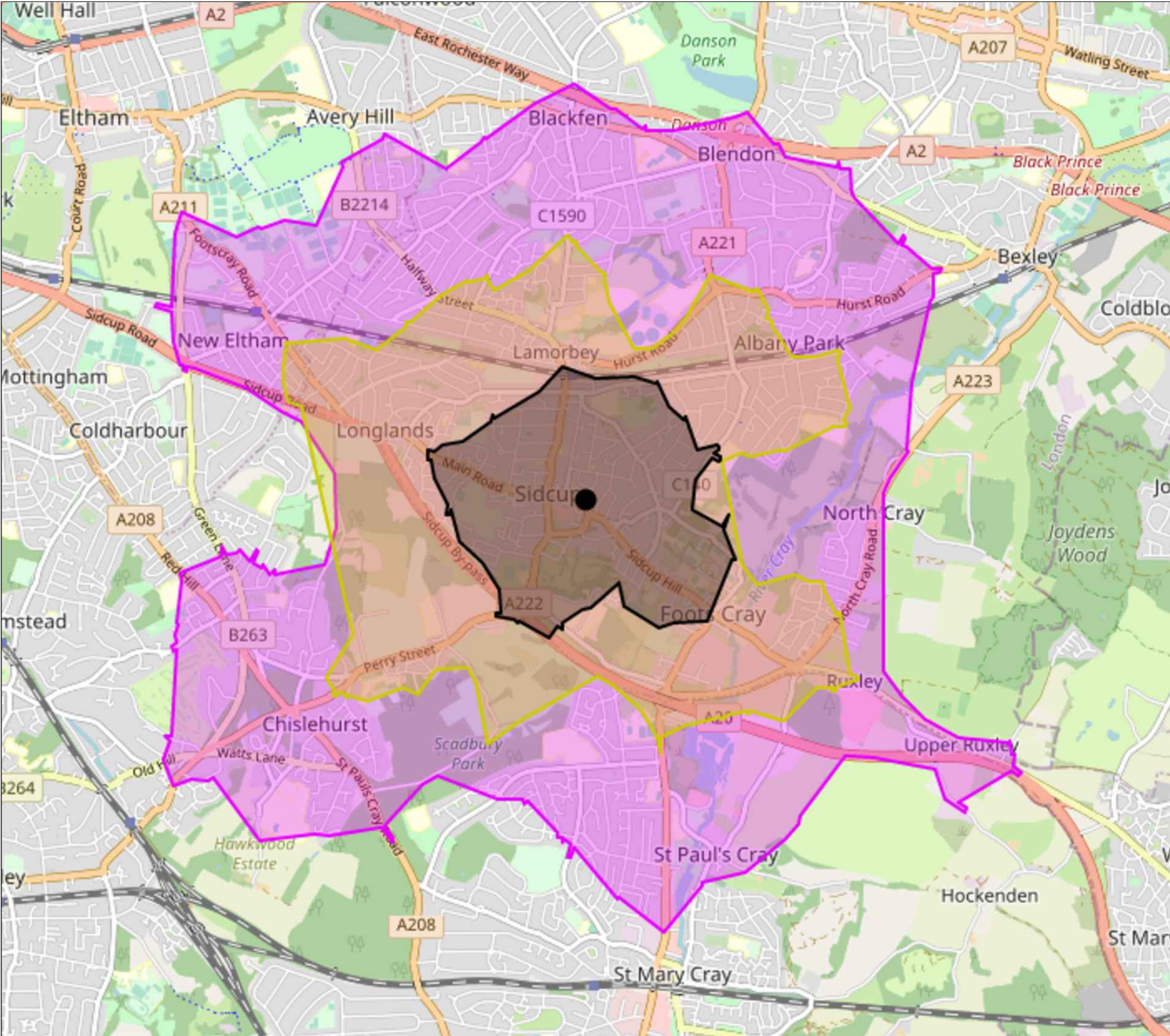
## Appendix: C – Walking and Cycling Isochrones






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ARCHITECT:						
PROJECT:						
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TITLE:						
5, 10 AND 15 MINUTE WALKING ISOCHRONES						
SCALE © A3:			DESIGN – DRAWN: ET		DATE: 15/10/2021	
PROJECT No: 3267			DRAWING No: SK10			



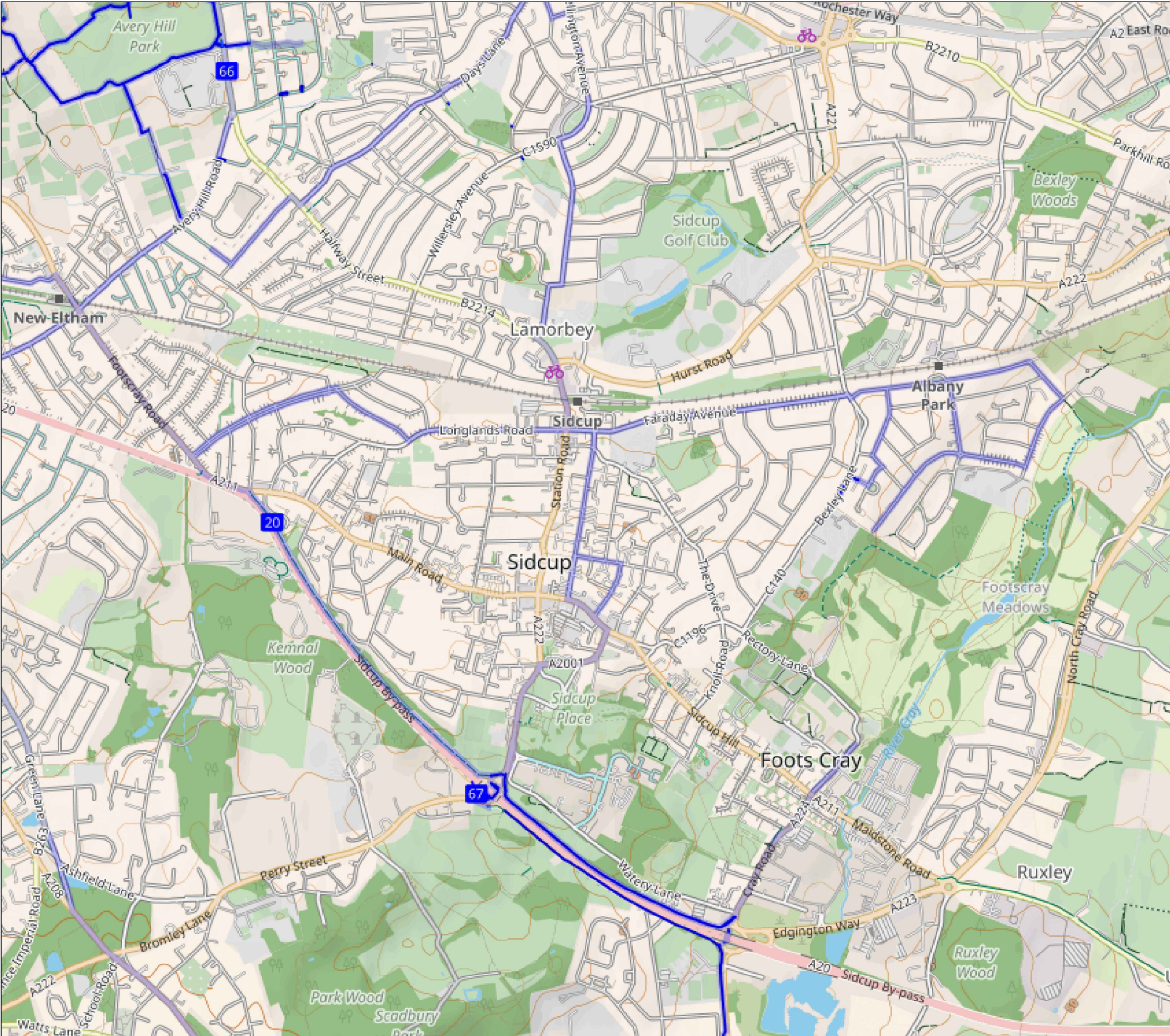


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TITLE:					
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3267			SK11		



## Appendix: D – Cycle Routes Indicated on Open Street Map





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