

BELLWAY HOMES LIMITED

YARNTON WAY, BELVEDERE

FRAMEWORK TRAVEL PLAN

**REPORT REF.
194180-R08**

August 2023

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Appendix A	Latest Masterplan
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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	SR	JE/AG	DRAFT	17.08.23
-	Final Issue	SR	JE/PR 	ATB 	25.08.23

JE

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1. Introduction

1.1. Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to prepare a Framework Travel Plan (TP) in respect of an upcoming full planning application for land at Yarnton Way, Belvedere (hereafter known as 'the site').

1.2. The formal site description is as follows:

"Redevelopment of the site to provide residential units including affordable housing (Use Class C3) and commercial floorspace (Class E) in new buildings ranging between 3 to 5 storeys in height, together with associated car parking and cycle storage, landscaping including new areas of public open space and a reptile retention zone, associated infrastructure including new junctions off Yarnton Way, drainage and land raising".

1.3. The site is located within the London Borough of Bexley (LBB) which is a borough authority within the wider London area. TfL is also the local highway authority responsible for roads in the surrounding area.

1.4. This TP supports a full planning application for the redevelopment of the former 'SGN Gas Works' and its associated land which currently occupies the site. The redevelopment scheme seeks to provide a mixed-use development, consisting of 392 residential dwellings, circa 204.88sqm GIA of commercial space (Use Class E), associated parking and a new public realm. The proposals also include a 93.31sqm private gym. The latest masterplan is shown at **Appendix A** for reference.

1.5. A Healthy Streets Transport Assessment (TA) has also been prepared by ACE (**Report Reference 194180-R02**) to accompany the planning application for the proposed development. The TA assesses and identifies the change in traffic conditions associated with the proposals, including the predicted number of person trips by all modes of transport. It identifies appropriate transport infrastructure to support the development. Accordingly, where relevant, this TP makes references to the findings of the TA.

1.6. This TP has been prepared in accordance with the latest government advice and current best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to / from the site. It is primarily aimed at residents and employees, but may also have a positive effect on the travel choices of visitors.

Scope of Report

- 1.7. This TP has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes are achieved.
- 1.8. A TP provides a long-term strategy for encouraging residents and employees to minimise their need to travel, as well as to promote the use of modes of transport other than the private motor vehicle. The aims of the strategy are: -
- To promote travel opportunities by environmentally-friendly modes; and
 - To introduce a package of physical and management measures that will facilitate travel by other modes.
- 1.9. This framework document covers both the residential and commercial elements of the scheme and will form the basis of more detailed Travel Plan (TP) that will be prepared in full for both the residential and commercial elements of the scheme following occupation.
- 1.10. As this document has been prepared prior to the occupation of the proposed development, the details relating to travel patterns and mode share targets are considered to be indicative until such a time that actual travel patterns can be determined at the site via post-development on-site surveys and questionnaires. It is therefore the intention that the TP will be a 'living' document as further details on travel patterns, targets, measures and management will be provided as the development is progressed.

Purpose of a Travel Plan

- 1.11. A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: *a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.*
- 1.12. The benefits of a TP can be loosely categorised under three primary headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

Health Benefits

1.13. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

1.14. Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

1.15. Climate change is a global issue, and the Government has pledged to play its part in reducing harmful carbon and related emissions by setting carbon reduction targets: *"it is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline"*.

1.16. Encouraging residents, employees and visitors to make smarter, low carbon travel choices can reduce the impact that new and existing development across London have on the local environment and air quality.

1.17. An increase in car trips can also contribute to negative local environmental issues such as severance. By encouraging occupiers of sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic.

Financial Benefits

1.18. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for the wider society.

1.19. Individuals (specifically residents and employees) can benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options made available, some of which may be more cost-effective than car travel.

1.20. In some circumstances, TP measures can remove an individual's need to own a car (or their household's requirement to own a second car), minimising the capital and on-going cost of car ownership.

1.21. An effective TP can help encourage residents and employees to lessen their environmental impact by reducing emissions from transport, leading to a healthier and more active lifestyle, and reduce financial wastage.

Policy and Guidance

1.22. TPs have become an important tool for the delivery of national, regional and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development.

1.23. This particular TP has been developed in conformance with the following documents where possible:

- The National Planning Policy Framework [NPPF] (MHCLG, July 2021);
- National Planning Practice Guidance [NPPG] - Travel Plans, Transport Assessments and Statements (MHCLG, March 2014);
- Travel Planning for New Developments (TfL, November 2013);
- The London Plan (Greater London Authority, March 2021); and
- Mayor's Transport Strategy (Greater London Authority, March 2018).
- LBB Local Plan (LBB, April 2023).

Structure

1.24. Following this introduction, this remainder of this report is structured as follows: -

- **Section 2.0** describes existing conditions in terms of the site's accessibility on foot, by cycle and public transport (including an analysis of PTAL);

- **Section 3.0** provides a description of the proposed redevelopment scheme, including the proposed trip generation / attraction;
- **Section 4.0** provides details of objectives and targets;
- **Section 5.0** outlines the proposed package of measures and initiatives to encourage use of alternative modes of travel to the private car; and
- **Section 6.0** outlines the proposed TP monitoring and review process.

2. Existing Situation

2.1. This section reviews the existing transport facilities in the vicinity of the site for all modes of travel, including walking, cycling, bus, rail and private car.

Site Location

2.2. The application site is located to the south of Yarnton Way within the northern extents of Belvedere. The site boundary and surrounding highway network are shown in **Plate 2.1**.

2.3. The site comprises the former SGN Gas Holder Station. The site is not currently in operation and has been vacant since 2013.



Plate 2.1: Site Location (Source: Google Maps)

2.4. The site is bound by Yarnton Way to the north, a railway line to the south, residential properties to the east, and commercial/industrial units to the west.

2.5. There are two existing vehicular access points to the site, one via Yarnton Way to the north and the other at the western end of Sutherland Road to the east. The existing vehicle access point onto Yarnton Way is in the form of a gated access priority-controlled T-junction and does not benefit from a turning lane for traffic

turning right into the site approaching from the west. It does however have a break in the carriageway that allows right turns into and out of the site. The access via Sutherland Road is also controlled by a gate.

Local Highway Network

Yarnton Way

2.6. Yarnton Way is a classified highway and is defined as a Borough Distributor Road in the Council UDP road hierarchy. It is a street-lit dual carriageway and is subject to a 30mph speed limit. Yarnton Way is a dual carriageway road with east-west alignment along the northern site boundary. It has two 3.5 metre wide lanes each direction and a 4.5 metre tree-lined central reserve.

2.7. Yarnton Way connects to the wider highway network via the A2041, linking to Eastern Way (A2016), linking the site to Plumstead, Greenwich and Woolwich in the west via the A206. To the west the A206 provides access to Dartford and northeast Kent.

Maida Road and Sutherland Road

2.8. Maida Road and Sutherland Road are both residential cul-de-sacs located to the east of the development running on a roughly east-west alignment. Both roads are part of the adopted highway network and benefit from footways and street lighting. Parking is unrestricted on both roads, aside from spaces specifically designated for disabled parking.

Pedestrian Accessibility

2.9. Overall, the wider pedestrian environment to public transport links / amenities in the surrounding area is good. The existence of these routes and facilities therefore actively encourages walking as a significant mode of travel for future residents and other site users, as well as forming part of an integrated journey with public transport.

2.10. Roads in the vicinity of the site benefit from good quality footways that are well maintained, providing an excellent environment for pedestrians.

- 2.11. Existing crossing points in close proximity of the site have dropped kerbs, allowing pedestrians a direct, step-free crossing point along key desire lines. Tactile paving is also present at crossing points, allowing pedestrians with visual challenges to identify the crossing point and cross safely.
- 2.12. These facilities provide a safe environment for pedestrians and connect the site very well to surrounding public transport infrastructure and local facilities.
- 2.13. The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.
- 2.14. Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.15. The site is located within a key commercial area, providing a number of facilities within walking distance from the application site, including retail, supermarkets, restaurants, health, commercial, education and leisure facilities. Of particular note is Clydesdale Way retail park to the east of the site, accessible by on street footways.
- 2.16. Overall, the wider pedestrian environment to public transport links / amenities in the surrounding area is good. The existence of these routes and facilities therefore actively encourages walking as a main mode of travel for residents, employees, or visitors and as part of an integrated journey with public transport.

Cycle Accessibility

- 2.17. There is a good provision of cycle routes in the local area, with cycle infrastructure provision along Yarnton Way and in the surrounding area. **Plate 2.2** shows the location of existing cycle routes in the vicinity of the site.
- 2.18. The Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that "*...Two out of every three personal trips are less than five miles in length.*" [Paragraph 2.2.2, page 16]. The site is well placed to reach key local destinations within 5 miles (8km), a realistic cycling distance time, including a good

portion of Greater London, as shown in **Plate 2.3**. The site is therefore well placed to encourage journeys by bike based on its location alone.

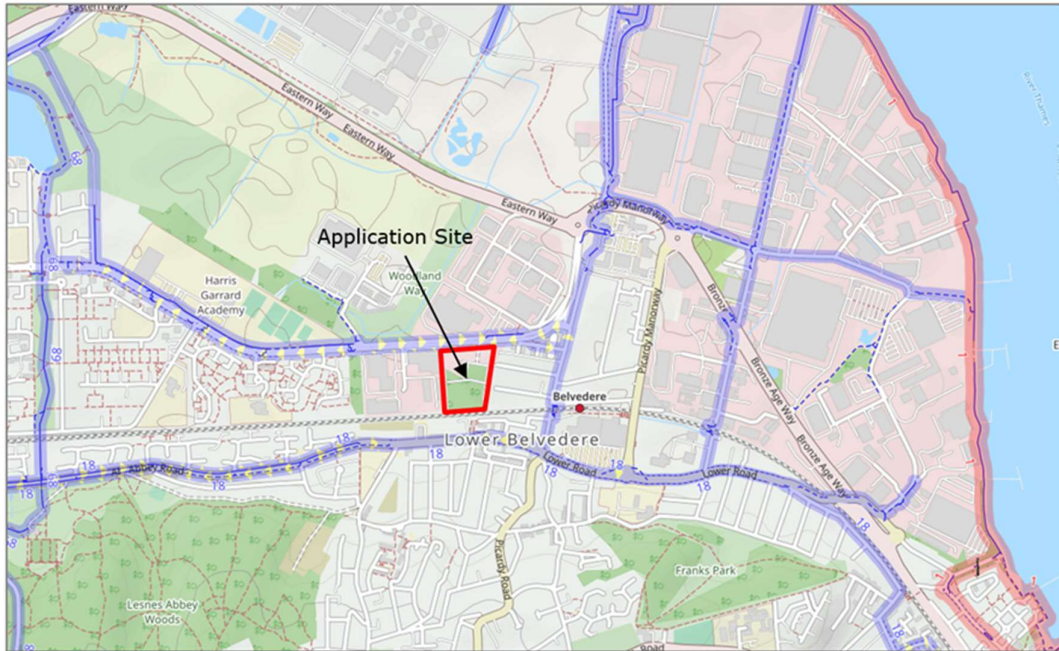


Plate 2.2: Cycle Routes (Source: LBB)

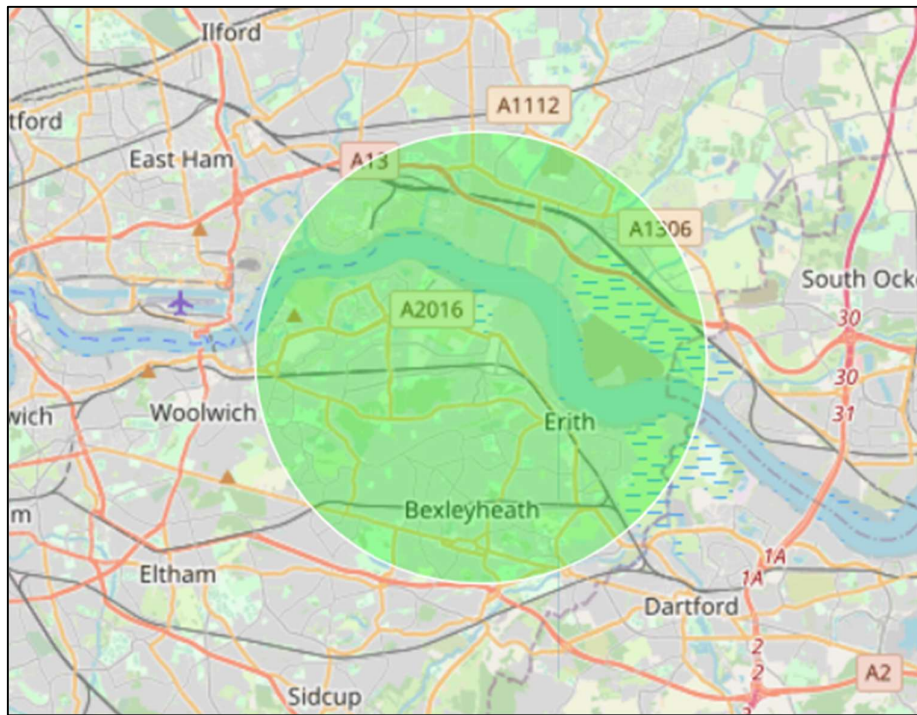


Plate 2.3: 5km Isochrone of cycling accessibility (Source: LBB)

2.19. The above extracts highlight the excellent opportunities for safe cycling to the surrounding areas, with many opportunities for both off-road and on-road cycling within the local cycle network. There is ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site.

2.20. Furthermore, if required to travel within the carriageway, the surrounding roads are generally flat and wide enough to comfortably accommodate cyclists within the carriageway.

2.21. It is considered that the existing cycle facilities in the area are suitable to encourage cycling as a main mode of travel for those who live and work in the area.

Bus Accessibility

2.22. TfL’s recommended maximum walking distance to local bus stops is 640 metres (based on the PTAL methodology), or an approximate 8 minutes’ walk based on 80 metres per minute.

2.23. The nearest bus stops to the site are located on Yarnton Way, within 160 metres of the site access. These stops are served by three routes with bus shelter infrastructure in place.

2.24. The route and frequencies of the above bus services are summarised in **Table 2.1**.

Service and Route		Typical Frequency		
		Weekdays	Saturday	Sunday
180	North Greenwich – Woolwich – Greening Street - Erith	Every 8-12 mins	Every 9-12 mins	Every 15 mins
401	Bexleyheath - Thamesmead	Every 15 mins	Every 15 mins	Every 30 mins
601	Wilmington Hall School – Bexleyheath - Thamesmead	School service	-	-
229	Thamesmead – Queen Mary’s Hospital	Every 8 – 12 mins	Every 9 – 12 mins	Every 15 mins
602	Townley Grammar School	School Service	-	-
669	Cleeve Park School/ Bexley Lane	School Service	-	-

Table 2.1: Bus Service Frequencies

2.25. **Table 2.1** shows that bus routes served by stops within a short walk distance of the site provide frequent local connections to settlements and employment opportunities in the immediate area and further afield, offering real opportunities for residents and employees to travel by bus as a mode of travel.

Rail Accessibility

2.26. Belvedere Railway Station is the closest station to the site, approximately 400 metres to the south-east of the site and within the 960 metres maximum walk distance stipulated by the PTAL calculation methodology. The station is on Southeastern Lines between London Charing Cross and Dartford, and Cannon Street and Sidcup, with up to ten services per hour.

2.27. A route map of the Southern network is provided at **Plate 2.4**.

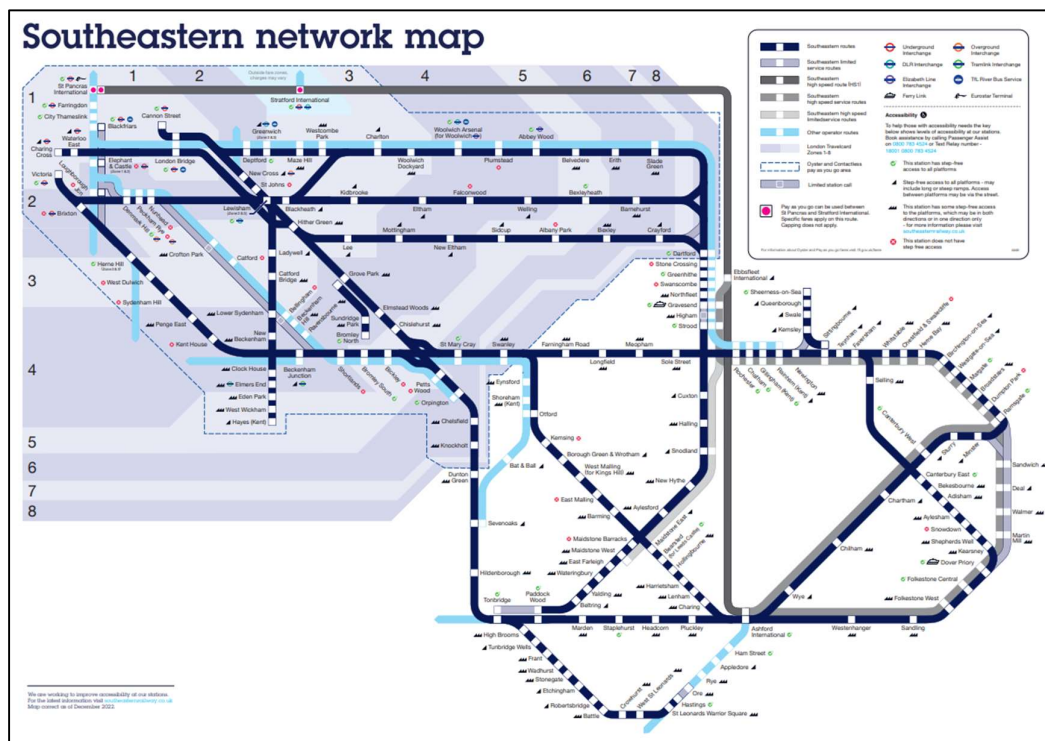


Plate 2.4: Southeastern Railway Network (Southeastern)

PTAL

2.28. The Public Transport Accessibility Level (PTAL) calculation provides a methodology to consider the accessibility of a site by public transport.

2.29. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as rail services accessible from stations within a 960m walk distance.

2.30. Site specific PTAL maps are available from Transport for London's Web-based Connectivity Assessment Toolkit (WebCAT) for use by local planning authorities and Developers to aid strategic planning decisions. The PTAL rating ranges between 1a to 6b, with 1a denoting 'Very Poor' access to public transport and 6b being an 'Excellent' level of access.

2.31. Based on the details on WebCAT, the site (measured from the centre of the site) is subject to a PTAL rating of 3. This indicates that the site is accessible by public transport.

Summary

2.32. The above information demonstrates that the site is suitably located for sustainable methods of travel including walking, cycling and public transport.

3. The Proposed Development

- 3.1. After pre application discussions the development now seeks to provide 392 residential dwellings, circa 204.88sqm GIA of commercial space Use Class E, associated parking and a new public realm. The proposals also include a 93.31sqm private gym. The latest masterplan is shown at **Appendix A** for reference.
- 3.2. The proposed main access will comprise an improved priority T-junction with the site access road as the minor arm. It will include an extended right-turn lane formed within the central reserve of Yarnton Way. The proposed access road will be 6.5m wide with 2m wide footways on both sides and 10m radii to allow refuse vehicle movements.
- 3.3. The masterplan shows that currently 157 spaces are proposed for the 392 residential units (circa 0.40 spaces per unit), with no parking provided for the ancillary gym or commercial uses, in accordance with TfL maximum standards.
- 3.4. Of the 157 on-site car parking spaces, a total of 12 spaces will be marked disabled bays from the outset (3%) and safeguard 27 spaces (the remaining 7%). Thus, resulting in a total of 39 disabled spaces if required in the future.
- 3.5. The development will provide long and short stay cycle parking in accordance with the minimum standards outlined within the London Plan. It is proposed to provide a total of 728 long-stay cycle spaces for the residential units. Of these spaces, 150 spaces are associated with the 75 houses and shall include individual cycle parking facilities within the plot boundary. The remaining 577 spaces are associated with the flats and shall be provided within secure communal cycle stores at each block.
- 3.6. In addition, there will be 17 short-stay cycle spaces located in a communal space and will be overlooked.
- 3.7. In terms of mix, it will be provided in accordance with Chapter 8 of the TfL document 'London Cycling Design Standards', the development will seek to provide the following:
 - min. 5% of total spaces = accessible;
 - min. 20% of total spaces = Sheffield stands; and

- max. 75% of the total number of spaces = two-tiered stands.
- 3.8. It should be noted that the above mix will only apply to the 577 cycle parking spaces serving the flats, within the communal cycle stores. This equates to 29 of the overall 577 cycle parking spaces serving the flats being accessible bays, 115 within Sheffield Cycle Stands, and the remaining 433 spaces in the form of two-tier stands.
- 3.9. Further to the above, the site is to include circa 204.88sqm GIA of commercial space Use Class E, and a 93.31sqm private gym. Separate long-stay cycle stores are being provided for commercial uses. To ensure flexibility of use and attractiveness as well as to promote cycle use, the commercial cycle stores shall be provided within close proximity of each unit. Cycle parking for employees will also be secure with fob-controlled access.

Predicted Travel Patterns

- 3.10. As part of the TA that has been prepared in support of the application, the peak hour and daily trip generation of the proposals was estimated using data from the TRICS database.
- 3.11. It is noted that the proposals include 204.88sqm of commercial floor space and 93.31sqm of private gym use. It is highlighted that the gym will be provided for resident use only and as such is considered ancillary to the proposals with no vehicle parking provided. Whilst the commercial use may generate some external trips, no vehicle parking is to be provided to serve this use. Therefore, neither use will generate vehicle trips in their own right, beyond infrequent servicing trips.

3.12. Utilising this information, the estimated numbers of trip associated with the residential development are shown in **Table 3.1** below.

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Underground, Metro, Light Rail or Tram	7.7%	4	19	23	10	6	16	74	85	160
Train	28.1%	14	69	83	37	22	59	271	311	582
Bus	18.7%	9	46	55	25	14	39	180	207	387
Taxi	0.3%	0	1	1	0	0	1	3	3	6
Motorcycle	1.1%	1	3	3	1	1	2	11	12	23
Car Driver	35.4%	18	87	105	47	27	74	342	392	733
Car Passenger	2.5%	1	6	7	3	2	5	24	28	52
Bicycle	1.1%	1	3	3	1	1	2	11	12	23
Pedestrian	4.6%	2	11	14	6	4	10	44	51	95
Other	0.4%	0	1	1	1	0	1	4	4	8
Total	100%	50	246	296	132	77	209	965	1107	2072

Table 3.1: Proposed Residential Trip Generation by All Modes (Two-Way)

Baseline Data

3.13. Establishing baseline travel patterns is necessary to enable the progress of the TP to be measured. However, this can only be established once the development is built-out and occupied. Therefore, for a TP prepared in advance of occupation, such as in this case, it should initially be assessed against the anticipated trip generation / attraction by travel mode set out within the corresponding TA (as reproduced above). These estimates therefore help to inform the initial TP targets set out in **Section 4.0** of this document.

3.14. There are several different methods of gathering the data required to monitor TPs. In accordance with TfL TP guidance, these will be undertaken in line with the standard iTRACE methodology and will obtain information on modes of travel, distance travelled, purpose of travel, and reasons why a certain mode was used.

3.15. Travel surveys will be undertaken at 75% occupancy of the site or within 6 months of initial occupation, whichever comes first.

3.16. Once travel surveys are completed, this TP will be reviewed and updated to ensure that suitable and targeted measures are implemented.

3.17. Further monitoring surveys will subsequently be undertaken on the first, third and fifth years following initial occupation. **Section 6.0** provides further details in respect of ongoing TP monitoring.

4. Objectives and Targets

- 4.1. This section sets out the objectives for the TP, as well as targets for the short and medium term. It also includes information regarding indicators through which progress towards meeting the targets of this plan will be measured. Further information on monitoring and review of the TP can be found in **Section 6.0**.
- 4.2. Objectives are the high-level aims of the TP, giving it direction and providing a focus. Targets are the measurable goals by which progress can be assessed. At this stage indicative targets, informed by the predicted travel trends, have been set to cover the first five years of the TP period. Indicators are the elements which will be measured in order to assess progress toward meeting the final and interim targets.
- 4.3. The primary aim of this TP is to: *'Minimise single occupancy car trips associated with the development site, by promoting and encouraging the use of more sustainable alternatives.'*

Objectives

- 4.4. The primary objectives of the TP are set out below and seek to:
- Minimise the need to travel;
 - Provide a commitment to develop the site with suitable facilities which will encourage its users to travel to and from the site in a sustainable manner;
 - Reduce dependency on single occupancy car-borne trips at the development and the need for car parking;
 - Encourage and facilitate car sharing;
 - Market the sites accessibility to key amenities via public transport and active travel modes; and
 - Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Timely).

Targets

- 4.5. In order to achieve measurable outputs from the TP process, it is important to establish targets from the outset, against which progress can be measured.
- 4.6. As the development is yet to be occupied, the targets set out in this TP are provisional and will be confirmed as part of a detailed TP post submission. However, it is important that the TP actively seeks to ensure that travel behaviour towards more sustainable modes is established early on, with initiatives in place from the day of opening.

Primary Multi-Modal Targets (Outcome Targets)

- 4.7. Based on the size of the site and level of identified movements (see **Table 3.1**), the preliminary target of the TP is to achieve a **5%-point reduction in the baseline levels of single occupancy vehicle trips** at the site over a minimum period of five years, with any increased demand being shifted to cycle, walking and public transport travel.
- 4.8. Baseline person trips have been derived from the TRICS database as detailed within the TA. In light of the above, the aims of this TP are to reduce the level of single occupancy trips over a minimum period of five years, with any reduction displacing to more sustainable modes. This target is provisional and will be revisited following receipt of surveys undertaken as part of the detailed TP.
- 4.9. The above target meets the “SMART” criteria as follows:
- **Specific:** A target to reduce the level of vehicle trips identified to be met within five years of occupation.
 - **Measurable:** The number of residents / employees using each mode of transport will be measured and monitored using the travel surveys outlined later in this section. This will include details on weekday travel times / patterns to allow the number of peak hour journeys to be determined, including by single occupancy car driver.

- **Achievable:** It is considered that given the site's location, in that is in close proximity to public transport and the good potential for residents to walk and cycle to / from the site, then these targets are achievable.
- **Realistic:** It is considered that a target to reduce the level of vehicular trips by 10% points is realistic given the measures and initiatives contained within this TP, the restricted level of car parking at the site and the potential available to residents and employees to use alternative travel modes.
- **Time-bound:** The targets are to be met within five years of initial occupation of development.

Secondary "Action" Targets

4.10. The following secondary targets could also be adopted as part of the ongoing monitoring of the TP. Any such targets will be established following the initial surveys undertaken as part of the detailed TP, in order to establish baseline figures.

4.11. These could be as follows:

- Increase cycle parking occupancy;
- Increase in active travel modes (i.e. walking or cycling) being the primary mode of travel; and
- Increase number of users using the bus.

Summary

4.12. As mentioned above, the baseline level of trips will be updated following the completion of the initial travel survey, which will be undertaken within 6 months of occupation or 75% occupancy (whichever comes first).

4.13. The exact timescale for undertaking surveys is expected to be specified within the Section 106 Agreement.

4.14. Additional targets may be determined by the Travel Plan Co-ordinator (TPC) when comparing the existing level of trips against the predicted level of baseline trips i.e., if more vehicular trips are generated by residents. Similarly, if actual demand for vehicle trips is lower from the outset than the predicted baseline shown in this TP,

the targets will be adjusted accordingly with a view to ensuring that single occupancy car travel does not exceed the initial survey results.

- 4.15. Any changes to targets must be agreed with the reviewing TP officer at LBB.
- 4.16. It is important that the TP evolves with the site in order to adapt measures and initiatives in accordance with alterations to surrounding network, service adjustments and travel trends to ensure targets are met.
- 4.17. Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and in consultation with LBB and any other relevant stakeholders. The TP will be renegotiated with the local authority if the target levels of vehicle trips do not look to be achievable at the three-year milestone.

5. Measures and Initiatives

- 5.1. The measures proposed in this TP are primarily intended to encourage residents and employees to use non-car modes of transport for trips to and from the development. This TP has therefore identified measures to encourage such active modes of travel and achieve the targets set out in this report.
- 5.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness among residents and employees. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.
- 5.3. TfL guidance states that a TP should set out the long-term management strategy for existing or proposed developments and seek to integrate proposals for increasing sustainable travel by the future occupier(s) of the site.
- 5.4. **Table 5.1** outlines the recommended measures, with each measure explained in further detailed overleaf. Some of the measures identified will apply to all the uses at the site. The list is not finalised, and additional measures may be identified in due course once residents’ local travel patterns have been confirmed.

Measure	Brief Description
Travel Plan Coordinator	The TPC will be appointed as a permanent member of staff to implement and manage the TP over the first five years of its lifespan.
Travel Information Packs	A Travel Information Pack will be provided to each residential / commercial unit that promotes the existence of alternative modes of transport to the private car.
Partnerships	The TPC will utilise partnerships to help with the implementation of the TP and its development.
Promoting Walking and Cycling	The TPC will ensure suitable pedestrian / cycle route links are provided and negotiate discounts for residents and employees on purchase of bikes and equipment with local cycle outlets. Free bike lessons that LBB provides will be promoted, as well as the ‘Try Before You Bike’ scheme.
Promoting Public Transport Services	The TPC will liaise with local providers seeking to provide residents and employees with a voucher that promotes sustainable travel.

Provision of Travel Information	A travel information board will be provided within communal areas that promotes sustainable transport. The TPC will arrange sustainable travel events at the site, as well as the provision of promotional material that supports sustainable transport that will be provided to residents and employees.
Vehicular / Cycle Parking Management	The vehicle and cycle parking at the proposed development will be regularly monitored.
Car Share / Car Club	Residents will be encouraged to sign up to lift sharing websites such as www.londonliftshare.com .

Table 5.1: Summary of Travel Plan Measures

Appointment of Travel Plan Co-ordinator

- 5.5. To ensure the delivery and management of travel plans, a TPC is nominated to promote and implement the various initiatives.
- 5.6. LBB will be notified of the name and contact details of the TPC prior to first occupation of the units.
- 5.7. The TPC will be the first point of contact for residents and employees on any matters regarding travel to and from the site and will also raise issues on their behalf with LBB and local public transport operators.
- 5.8. Responsibilities of the TPC include:
 - Overseeing the development and implementation of the Plan;
 - Designing effective marketing and awareness campaigns to promote sustainable travel (i.e. Travel Information Packs);
 - Co-ordinating the data collection / travel surveys of resident’s and employee’s travel behaviour;
 - Managing the ongoing monitoring, and production of required reports following the travel surveys; and
 - Ensuring that cycle storage facilities are fully operational at time of first occupation.
- 5.9. The TPC will be appointed ahead of occupation of the development to give sufficient to time to organise Travel Information Packs (see below) and other measures. The

amount of time the appointed TPC will spend on the management and implementation of the TP is difficult to determine at this stage. It is likely that more time will be required in the early stages around occupation and when residents are first moving in.

5.10. Sufficient resource will be made available to the TPC to ensure that the obligations and requirements of the TP are met.

Travel Information Packs

5.11. A Travel Information Pack (TIP) will be provided to all residents and employees upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.

5.12. The packs will take the form of a Welcome Brochure, bespoke to the site and would contain information on local walk, cycle and public transport routes and provide service timetables.

5.13. The TIP will contain details of: -

- The TPC details;
- Guidance and promotional material on the use of sustainable modes of travel;
- Details on walking, cycling, buses, trains, park & ride, taxis, car sharing, car clubs, electric vehicles, electric vehicle charging, school transport and personalised journey planning services;
- Reference to travel websites, resources and support services for each mode of travel provided by county, districts and/or borough councils;
- Details of local travel campaigns and networking / support groups;
- Potential bus tickets (scratch cards) for local operator services; and
- Access to an online tool to generate personalised TPs using a home and destination postcode to provide details of different travel modes / options, travel routes / maps and timetable information.

Partnerships

5.14. The TPC will utilise partnerships to help with the implementation of the TP and its development. Examples include:

- Residents Associations that may form within the development;
- Steering Groups, with potential members including the TPC, representatives from the site management team and Resident Association, and local groups as appropriate;
- Property Management Companies; and
- Local Groups as appropriate, such as walking, cycling and Public Transport Operators.

Measures to Promote Walking & Cycling

5.15. The proximity of the proposed development in relation to the local facilities and public transport will negate the need to make shopping journeys and achieve a reduction in the need to travel.

5.16. All residential units will have broadband internet connection. Broadband access can enable home working, potentially reducing the number of workplace trips made from the proposed development. Broadband provision enables residents to carry out shopping for groceries etc. over the internet and arrange home delivery.

5.17. Residents and employees will be provided with a local area cycle map, included as part of the TIP. Information on the health benefits of walking and cycling can also be distributed as part of the TIP.

5.18. Secure cycle parking spaces will be provided in accordance with the adopted minimum standards. In addition, a mixture of cycle parking will be provided, including a number of accessible stands.

5.19. Each household could be offered a discount at a local cycle shop to encourage residents to take up cycling, with this incentive subject to negotiations with local retailers.

5.20. The TPC will support national initiatives to promote cycling, such as Bike to Work Week and Cycle to Work Day (as detailed below). The TPC will be responsible for raising awareness and encouraging residents and employees to participate.

5.21. The TPC will promote cycle training for residents or employees who wish to cycle but are lacking in confidence and provide details of local cycle shops for maintenance.

5.22. LBB provide a series of schemes and services to promote cycling, including free cycle lessons to those who live, work or study in the borough. These sessions are with trained cycle instructors, as an individual one to one session.

5.23. The TPC will endeavour to work with local schools to encourage children living within the development to walk and cycle to school. This would involve liaising with relevant School Travel Plan Coordinators to identify and communicate safe routes to school.

Measures to Promote Public Transport

5.24. The TIP will encourage the increased use of public transport, which is a fundamental aspect of the Government's sustainable transport strategy, which has one of the greatest levels of provision in the country. The benefits of travelling by public transport can include:

- No need to park;
- Traffic free routes; and
- Being able to relax, read or work.

5.25. The TIP will contain information on public transport routes and provide service timetables, in addition the TPC will explore the possibility of providing 6 bus scratch card tickets for use on local bus services.

5.26. It may be possible to negotiate further incentives / discounts for bus travel. It is understood that LBB would assist in such negotiations.

5.27. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

Travel Information

5.28. The primary issue with achieving successful TP initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives. Therefore, the key provisions and services making up the TP should be effectively marketed and promoted to users of the development.

5.29. To further promote the surrounding opportunities for travel by non-car modes, the TPC will arrange for sustainable travel annual newsletters to be made available for all residents and employees. These annual newsletters will include up to date sustainable travel information and provide website addresses that may be useful for users, potentially with digital barcodes that could be scanned using smartphones for a direct link to the website. Useful websites could include the following:

- www.walkit.com/london - an urban walking route planner for walkers around London;
- www.walk4life.info/find-a-walk - a website that encourages walking and allows users to find walks suited to them;
- <https://walxinbexley.co.uk> - a website that encourages group walking in the borough
- www.letsride.co.uk - cycling initiative website that allows users to find bike rides in line with their needs;
- www.lcc.org.uk - cycle training and membership organisation;
- <https://tfl.gov.uk/plan-a-journey/> - useful tool that allows users to plan their journey around London; and
- <https://www.ramblers.org.uk/go-walking/ramblers-groups/north-west-kent-group> - a website promoting group walks in North Kent

5.30. These websites will be promoted and encouraged to sign up to any email newsletters such that they receive information updates and notifications regarding upcoming sustainable events.

5.31. Residents and employees will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up to date bus information for any particular stop. Another useful app that could be include is 'CycleStreets' (iPhone and Android), which is a cycle route journey planner and is free to download.

5.32. Travel information boards will be provided in accessible, communal areas of the buildings. These boards will provide details of upcoming national sustainable travel events and campaigns. The following list identifies a number of national / local campaigns that could be published at the site to help promote sustainable travel, along with indicative dates when they occur (subject to change each year):

- National Walking Month – May
- Walk to School week – May
- National Working from Home Day – May
- Bike Week – June
- Cycle to Work Day – September
- National Liftshare Week – October
- National Commute Smart Week – November

Car Parking Management

5.33. The site management will carry out regular checks to ensure no unpermitted parking is taking place and take appropriate action should any misuse of the spaces persist.

5.34. Site management will also carry out regular checks in line with the TP objectives. If there is an overspill on cycle parking then a revised approach will be undertaken, however this is an unlikely outcome.

Car Sharing

5.35. A car sharing scheme for the site could be promoted as an alternative to single occupancy car trips, particularly for journeys which are too far for walking or cycling, and where public transport is not available.

5.36. Residents and employees will be encouraged to sign up to the London Liftshare scheme (www.londonliftshare.com), which is a website designed to enable people to car share in and around London. This would allow other users to identify opportunities to car share with other people with the area.

5.37. The TIP will promote the following:

- The benefits of car sharing;
- Details of any local car share initiatives, for example town centre car share parking spaces; and
- Community coffee morning to promote car sharing amongst residents.

6. Monitoring and Review

6.1. This TP is to be subject to a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those residing within the site in future years. This document sets out the proposals for monitoring and review of the full TP over the first five years of the occupation of the development.

6.2. This section sets out the specific monitoring proposals associated with the site and the means by which the TPC will assess progress towards the targets outlined earlier in this document. All monitoring will be carried out by or procured by the TPC and funded by the end developer.

Monitoring

6.3. The appointed TPC will be responsible for the on-going monitoring of the TP. The monitoring programme will accord with that set out in the TfL document 'How we monitor the progress of travel plans' and will take the form of a five-year cycle.

6.4. Travel surveys will be coordinated in order to gain an overview of the effectiveness of the various measures implemented. The initial survey will provide details of the baseline mode share of residents and employees. This will provide the information base for future monitoring.

6.5. Following on from this initial survey, which will be undertaken within 6 months of occupation or 75% occupancy (whichever comes first), full multi-modal iTRACE compliant surveys will be undertaken in the first, third and fifth years after full occupation. Annual monitoring reports will be provided for each of the initial five years after full occupation.

6.6. The TPC, or an accredited independent survey company, will be appointed to undertake the surveys. Information gathered through the monitoring process will be made available to the residents / employees of the development and to LBB / TfL on request.

6.7. The Travel Surveys will be distributed / directed at all residents and employees travelling to and from the site; asking how they would prefer to travel, any travel or transport issues they have encountered, and their attitude towards sustainable modes of travel.

6.8. If the recorded vehicle trip rates from the surveys are in excess of the predicted trip rates as set out in the TS / TP, then the TPC will be expected to conduct Written or Face-to-Face Travel Surveys at a time agreed with LBB.

6.9. The Written or Face-to-Face Surveys will aim to:

- Understand why target trip rates are not being achieved;
- Identify which modes of transport could be promoted in light of the survey findings; and
- Establish the alternative modes of travel to the site. What do people want to use but currently do not / cannot?

6.10. The monitoring programme will end if two consecutive surveys determine that the targets have been met, otherwise it will continue until such time as the targets have been achieved.

6.11. Immediately following completion of the monitoring described above, a monitoring report will be developed by the TPC which will summarise the results of the investigations. This will include a comparison between the target level of peak hour and daily vehicular trips, with the actual levels derived from the travel surveys.

Review

6.12. The TPC will take responsibility for the development and management of the plan and ensure its delivery. TP Reports will be submitted to LBB / TfL for review, which will provide data to identify the progress of the TP against its targets and objectives.

6.13. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the TP will be a flexible and adaptable document that is continually evolving.

6.14. Examples of the measures which could be considered are: -

- Ensure TIPs are being issued and check that new households have the necessary public transport information, which is up to date;
- Re-issue cycling / walking maps to illustrate the area that can be assessed using these modes;

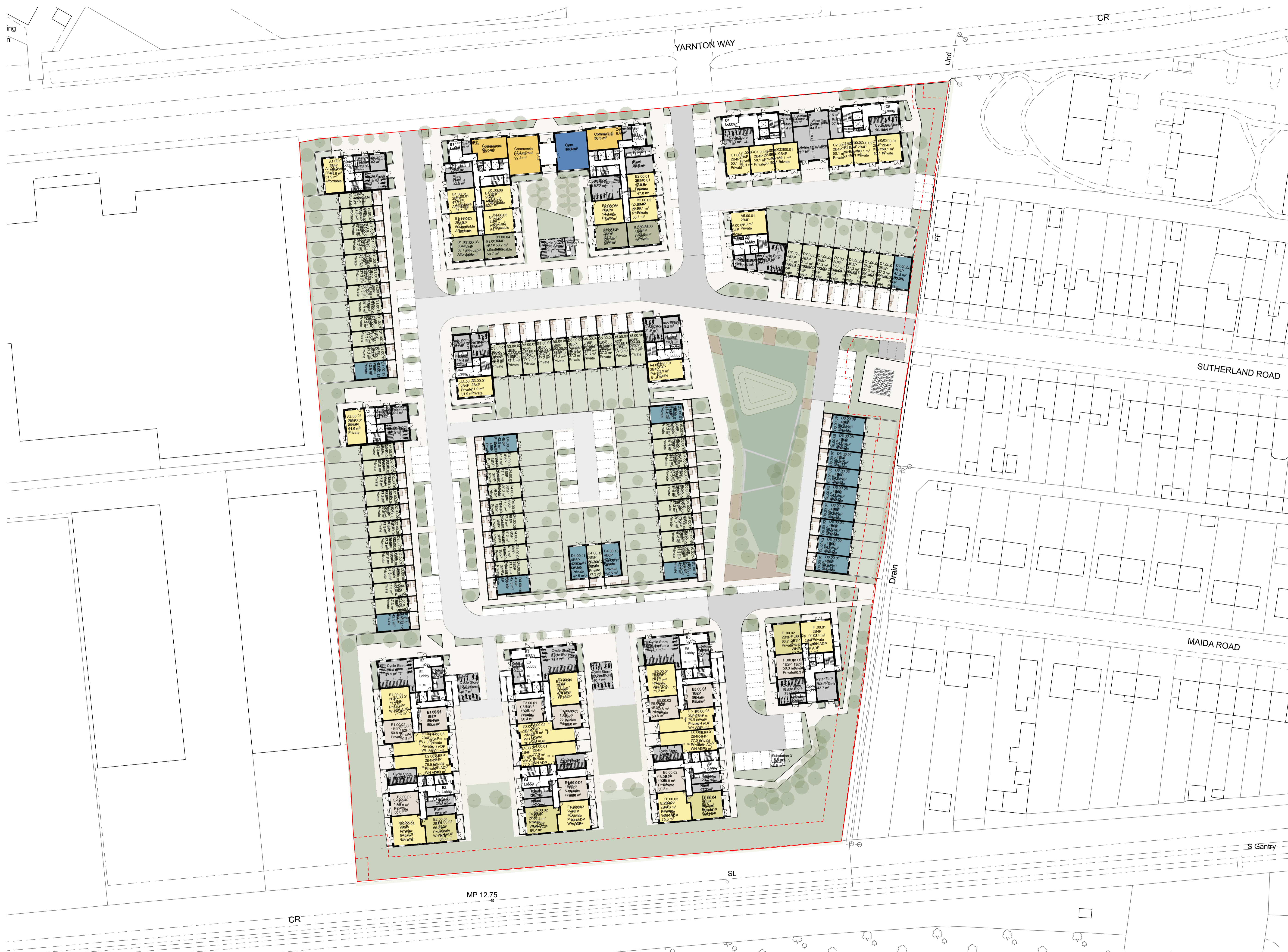
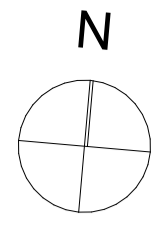
- Offer personalised travel planning to all new residents / employees;
- Ensure the travel information boards, which would display all information relating to public transport, cycling, walking are regularly updated; and
- Undertake a site survey to specifically target mode change.

6.15. The TPC will choose the appropriate course of action for achieving the TP targets and arrange funding if required.

6.16. The TPC will prepare an Action Plan (AP) to set out the proposed delivery and implementation of the TP. The AP will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales. The AP will be prepared within three months of full occupation.

6.17. It is intended that the AP will be enhanced and expanded by the TPC following consultation with LBB / TfL and will allow the targets set out in the TP to be monitored.

Appendix A
Latest Masterplan



- Site boundary
- - - Gas pipe area
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B5P
- 4B7P
- SERVICES
- COMMERCIAL
- GYM
- ▶ RESI ENTRANCE
- ▶ COMMERCIAL ACCESS
- LOBBIES / CIRCULATION

rev	date	description
P1	Work in Progress	Planning Issue
00	04/08/2023	Design Freeze Issue

Work in Progress
23/08/2023

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Client
Bellway Homes

Project
BELVEDERE

Drawing
Site Plan Ground Floor

Design Stage **PLANNING**
Purpose
Planning Application

Scale
CAD File 3499_MainMode
Date created 07.07.2023
Drawn AP, EG, PO
Checked JS
Layout status **P**
Project no_Drawing no_Revision



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