

# Green Travel Plan



Faith Church Ministries  
1A Throwley Way, Sutton, SM1 4AF

v1.1 November 2023

Prepared by

**PD Planning UK**

for Town and Country Planning matters  
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## Contents

<b>1. Introduction and Purpose</b> .....	<b>3</b>
<b>2. Transport Planning Policies and Guidance</b> .....	<b>3</b>
National Planning Policy and Guidance.....	3
The London Plan.....	3
Local Planning Policies.....	3
<b>3. The Property and its Location</b> .....	<b>4</b>
<b>4. Accessibility of the Site</b> .....	<b>4</b>
By public transport.....	4
By foot .....	6
By bicycle.....	6
By car .....	6
<b>5. Faith Church Ministries</b> .....	<b>7</b>
<b>6. The Overall Approach</b> .....	<b>7</b>
<b>7. Travel Plan Aims and Objectives</b> .....	<b>8</b>
<b>8. Measures to Achieve the Aims and Objectives</b> .....	<b>8</b>
Travel Plan Coordinator .....	8
Travel Awareness and Promotion.....	8
Maintaining a Local Need and Minimising the Need to Travel .....	9
Encouraging Cycling.....	9
Car Sharing .....	9
Minimising Deliveries.....	9
Minimising Disturbance .....	9
<b>9. Targets</b> .....	<b>10</b>
<b>10. Monitoring and Review</b> .....	<b>11</b>
<b>11. Conclusion</b> .....	<b>11</b>

## Figures

Figure 1 - Aerial photograph of the site .....	4
Figure 2 - PTAL Map .....	5
Figure 3 - Time Mapping (TIM) Map.....	5
Figure 4 - "Zipcar" car club bays in proximity to the site. ....	7

## 1. Introduction and Purpose

- 1.1. This Travel Plan has been prepared for Faith Church Ministries in support of their occupation of 1a Throwley Way as their Place of Worship.
- 1.2. This document is a first draft of a Green Travel Plan for the Church. The main aim of the Travel Plan is to put in place the management tools necessary to enable all employees and visitors to make more informed decisions about their travel, and therefore to minimise the adverse impacts of their travel on the environment.

## 2. Transport Planning Policies and Guidance

### National Planning Policy and Guidance

- 2.1. Part 9 of the National Planning Policy Framework (NPPF) is entitled 'Promoting Sustainable Transport' and it sets out the transport issues that should be considered in relation to new development.
- 2.2. NPPF Paragraph 110 states *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
  - a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
  - b) *safe and suitable access to the site can be achieved for all users; and*
  - c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 2.3. NPPF Paragraph 111 confirms that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

### The London Plan

- 2.4. Chapter 10 of the 2021 London Plan (LP) sets out the Mayor's objectives and vision with regards to transport in London.

### Local Planning Policies

- 2.5. The London Borough of Sutton 2018 Local Plan (SLP) seeks to promote sustainable growth and reduce the impact of traffic congestion. This can be achieved by promoting measures to increase the use of public transport, cycling and walking, and by ensuring that new development does not have a detrimental impact on highway safety or local transport networks.

### 3. The Property and its Location

- 3.1. The property is located on the western side of Throwley Way, to the rear of Times Square shopping mall within Sutton Town Centre.



*Figure 1 - Aerial photograph of the site  
(Google Maps)*

- 3.2. There is no vehicular access or parking associated with the building, as the built footprint occupies the whole of the site.

### 4. Accessibility of the Site

#### By public transport

- 4.1. The site has been considered in the context of Transport for London's WebCAT (Web-based Connectivity Assessment Toolkit), as indicated in the extract below. This uses a "Public Transport Accessibility Level" (PTAL) rating to measure locations by distance from frequent public transport services. PTAL values are influenced by the walking distance to nearby stations and stops, and by the frequency of services at these stations and stops. A PTAL level of 1 is worst and a PTAL level of 6 is the best.
- 4.2. The site has a PTAL rating of 6a, which shows that there is the best possible access to public transport in the area. This includes all of the bus routes that converge and depart from Sutton town centre

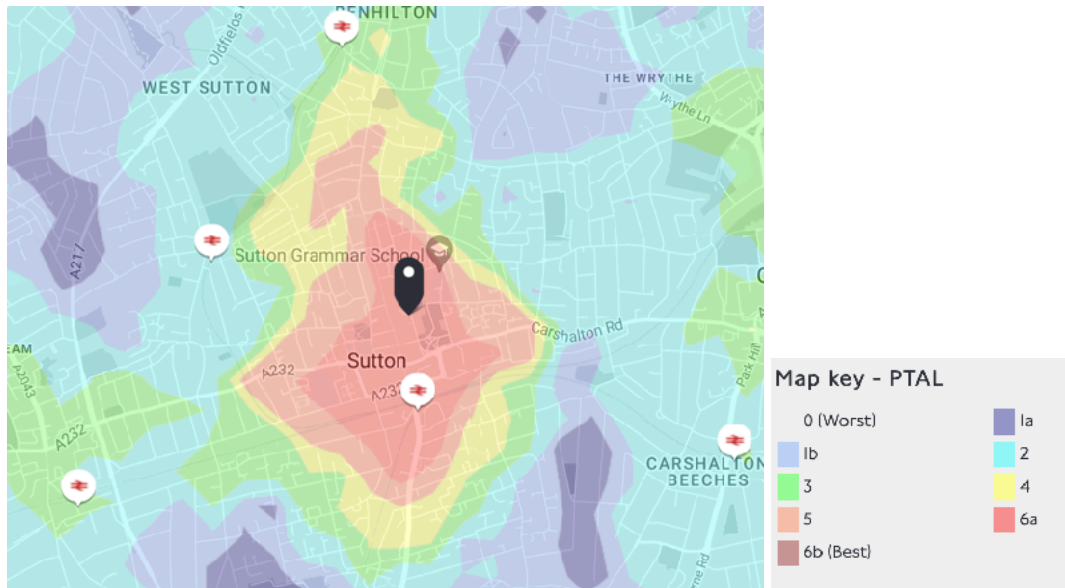


Figure 2 - PTAL Map  
(TfL WebCAT and Google).

Black marker is the location of the site and red dots are bus stops.

4.3. The site is within Sutton Town Centre and is therefore in a highly accessible and sustainable location for all of its intended users. Its location will not require visitors to travel by car as the site is conveniently located close to public transport provision, yet it is also close to the residential areas of the community it will serve. Many will therefore walk or use public transport, and there will be no need to rely on private car use, in accordance with current environmental policies.

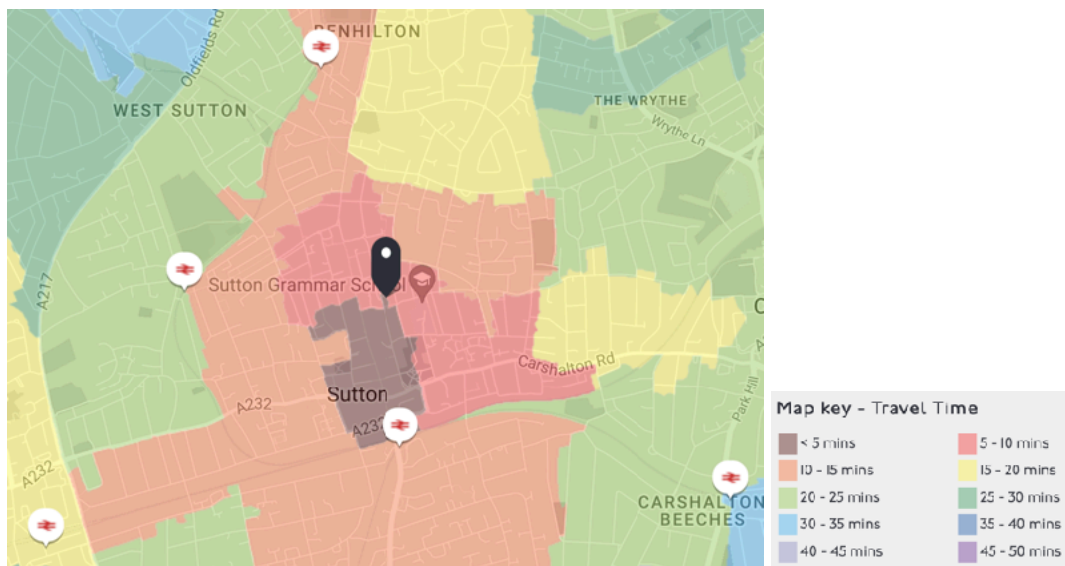


Figure 3 - Time Mapping (TIM) Map  
(TfL and Google)  
Black marker is the location of the site

## By foot

- 4.4. Notwithstanding the very good public transport provision in the area, it is widely accepted that walking has great potential to replace car journeys for distances of less than 2 kilometres. The Chartered Institution of Highways and Transportation (CIHT) Guidelines suggests that a maximum 'acceptable' walking distance for pedestrians without mobility impairment is 2 kilometres.
- 4.5. The site is clearly within walking distance of the suburban residential areas that surround Sutton Town Centre. The extent of residential properties within this area and beyond, indicate the good location of the premises within its catchment area of the local population that it will provide for.

## By bicycle

- 4.6. It is generally accepted that cycling is a suitable mode of travel for journeys up to 8km in length although in London, longer journeys are commonplace. Much of south London falls within this range.
- 4.7. The local area benefits from cycle facilities with advanced stop lines located at some major junctions and the large majority of local roads are residential in nature and have 20mph speed limits, and as such are considered suitable for cyclists. Cycle parking is also provided at all nearby railway stations and there are several local cycle routes within the area.
- 4.8. To further discourage the use of the car, a safe and secure area for the storage of bicycles is to be provided within the lobby. The convenience of the site for cycling and the provision of safe and secure cycle parking is therefore a suitable alternative to car use.

## By car

- 4.9. For those that do have the need to travel by car, then there is ample parking in nearby public car parks.
- 4.10. On-street parking controls in the area will ensure that any parking on the surrounding roads is undertaken in a safe manner and without prejudice to other highway users. On-street parking demand is likely to be short-lived, and can be accommodated within the existing availability of spaces.
- 4.11. The site is also conveniently located close to several "car club" parking bays, including in the Civic Offices car park in Gibson Road, in Lenham Road, adjacent to the Times Square Car Park, and in St Nicholas Way.

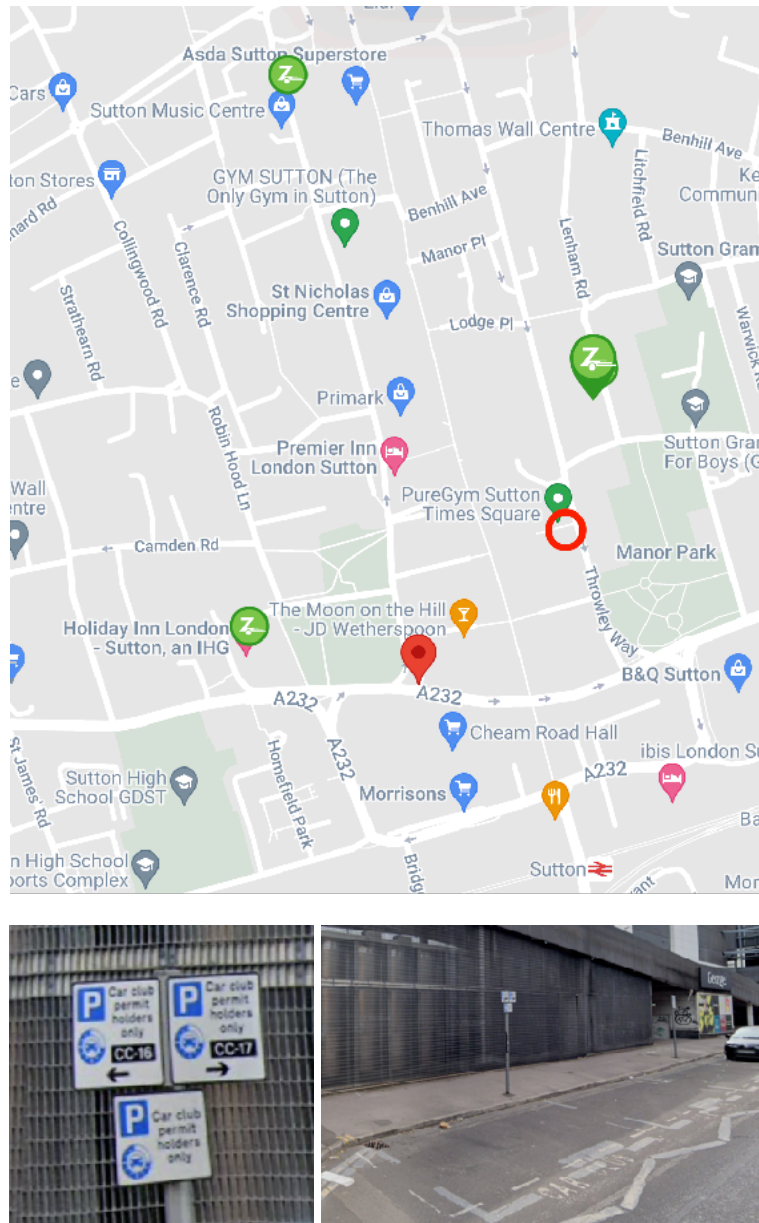


Figure 4 - "Zipcar" car club bays in proximity to the site.

## 5. Faith Church Ministries

- 5.1. The building is to be occupied by Faith Church Ministries as a place of worship. At most times of the day the level of use and the number of attendees is expected to average around 40 persons at most. At times of worship, on Saturdays and Sundays, up to 300 attendees can be expected.

## 6. The Overall Approach

- 6.1. Faith Church Ministries wish to maintain a good relationship with their neighbours, and consequently all members of the organisation and the users of the building will be regularly reminded of the need to ensure that the amenities of the neighbours are not adversely

affected by either noise from within the premises, or disturbance as a result of people arriving and leaving the premises.

6.2. This Travel Plan is fundamental to this approach.

## 7. Travel Plan Aims and Objectives

7.1. The aim of the Travel Plan is to reduce reliance on the car, and particularly single occupancy trips to and from the site, by encouraging sustainable travel. These measures will minimise environmental impacts, any adverse impacts of on-street parking, and minimise noise and disturbance to neighbouring properties caused by vehicle movements and activities.

7.2. The Travel Plan will achieve this aim by:

- Influencing the travel perceptions and travel behaviour of all visitors and staff;
- Securing a high proportion of trips by car sharing, public transport, walking and cycling;
- Meeting realistic targets to reduce single occupancy car trips;
- Maintaining and promoting a sustainable community facility.

## 8. Measures to Achieve the Aims and Objectives

8.1. This section provides details of measures that the applicant will adopt and implement in order to reduce the number of car borne trips associated with the use and to increase the proportion of sustainable travel.

### Travel Plan Coordinator

8.2. It is recognised that the implementation of an effective Travel Plan will require the appointment of a Travel Plan Coordinator with the overall responsibility for implementing the plan and actively pursuing initiatives to ensure the plan achieves its objectives. The applicant will therefore appoint a Travel Plan Coordinator to manage and develop this Travel Plan.

8.3. The Travel Plan Coordinator will be a member or employee of the church, and will seek professional advice where appropriate. There shall be a mechanism for the Coordinator to provide feedback and identify measures to all occupiers and visitors that may use the building to ensure that the objectives of this Travel Plan are recognised and met. Should the Coordinator leave the organisation at any time or cease their responsibilities in this role, a suitable replacement shall be found to continue the on-going work.

### Travel Awareness and Promotion

8.4. The building has an entrance lobby where all staff and visitors first access the premises where space will be provided for the display of notices. It is the applicant's intention that a sustainable travel display/noticeboard will be provided here. This will provide the following information:



- Bus routes and timetables relevant to the site,
  - Train times and timetables for nearby rail stations,
  - Cycle routes within and surrounding the site,
  - Sustainable Travel posters and leaflets,
  - Car Sharing information,
  - Notices to remind users of the need to respect the amenities of surrounding residential occupiers when visiting and leaving the premises.
- 8.5. The same information will also be provided on any websites pertaining to the activities taking place on the premises.
- 8.6. Similarly, where new visitors or staff are to use the premises, they will be advised in advance of their visit of the sustainable modes of transport that are available to the site.

### Maintaining a Local Need and Minimising the Need to Travel

- 8.7. The nature of the use and the site is such that it is to serve the local community within the surrounding area, but the sustainable location of the site in a town centre location means that attendees from further afield will equally be able to reach the premises by means of public transport. The absence of any on-street parking in the immediate vicinity is a further incentive to dissuade the use of the car.

### Encouraging Cycling

- 8.8. It is acknowledged that some of the activities within the building are aimed at the youth who are most likely to live in the local area and potentially more likely to cycle to the premises than other groups. Safe and secure cycle storage will be provided for within the building, together with appropriate changing facilities.

### Car Sharing

- 8.9. The activities that generate higher numbers of attendees, such as Sunday services, could potentially give rise to a greater use of private cars. However, such activities are likely to involve families or friends who may wish to travel together, thereby saving on travel costs. The applicant will maintain a database of visitors for appropriate events and through this a mechanism for encouraging car sharing can be adopted. This will be maintained and promoted by the Travel Plan Co-ordinator.

### Minimising Deliveries

- 8.10. The use does not generate any need for any significant number or size of delivery or service vehicles. Where deliveries do occur the Church will ensure compliance with local parking and unloading restrictions.

### Minimising Disturbance

- 8.11. The Church recognises the need to protect the amenities of the adjoining occupiers. Some of the activities that take place could have the potential to cause noise and disturbance, but

measures have already been taken to mitigate any potential impact through the installation of noise insulation measures. The need to respect neighbours can be reinforced through additional information on notice boards, entrances and exits to the building and the site, and through publicity material and websites. Visitors will be reminded to leave the premises in a quiet, orderly and efficient manner, and will be discouraged from loitering outside of the building.

## 9. Targets

- 9.1. A Travel Plan is of limited value unless it has appropriate targets to follow. The measures to achieve the aims and objectives will therefore be monitored, recorded and reviewed to assess their effectiveness. The Travel Plan Co-ordinator is therefore fundamental to the on-going process of identifying, reviewing and setting targets for future years.

Travel Plan Co-ordinator	To be appointed on first occupation of the building by the Applicant, with the responsibility for implementing the measures identified in this plan and identifying baselines, within 6 months of first occupation, and to review the effectiveness of this Travel Plan within the following 6 months, and at least yearly thereafter.
Travel Awareness and Promotion	On-going
Maintaining a Local Need and Minimising the Need to Travel	On-going
Encouraging Cycling	On-going, with secure cycle storage and changing facilities to be provided within the building. Review of use to continue throughout the lifetime of this document and additional cycle parking provided if the demand arises.
Car Sharing	On-going – travel habits database to be collated and monitored by Travel Plan Co-ordinator, with the aim of identifying the current baseline within 3 months of the approval of this document and then securing a 6% reduction in car use within the next 3 years.
Minimising Deliveries	On-going. Deliveries will be few and far between.
Minimising Disruption	On-going, signs will be placed on internal walls and exits of the building to remind visitors of the need to protect the amenities of nearby properties.

## 10. Monitoring and Review

- 10.1. This Travel Plan is to remain a working document, and will be reviewed by the applicant on at least a yearly basis in order for it to be effective and to enable it to be flexible and adaptable to changing circumstances and experiences.
- 10.2. Reviewing the Travel Plan is anticipated to be in the form of an Annual Travel Report produced by the applicant that will evaluate whether the targets have been achieved, and if not, the reasons why. The effectiveness of the targets in encouraging sustainable transport use will be considered and suitable remedial measures will be considered in the event that the targets are not achieved.

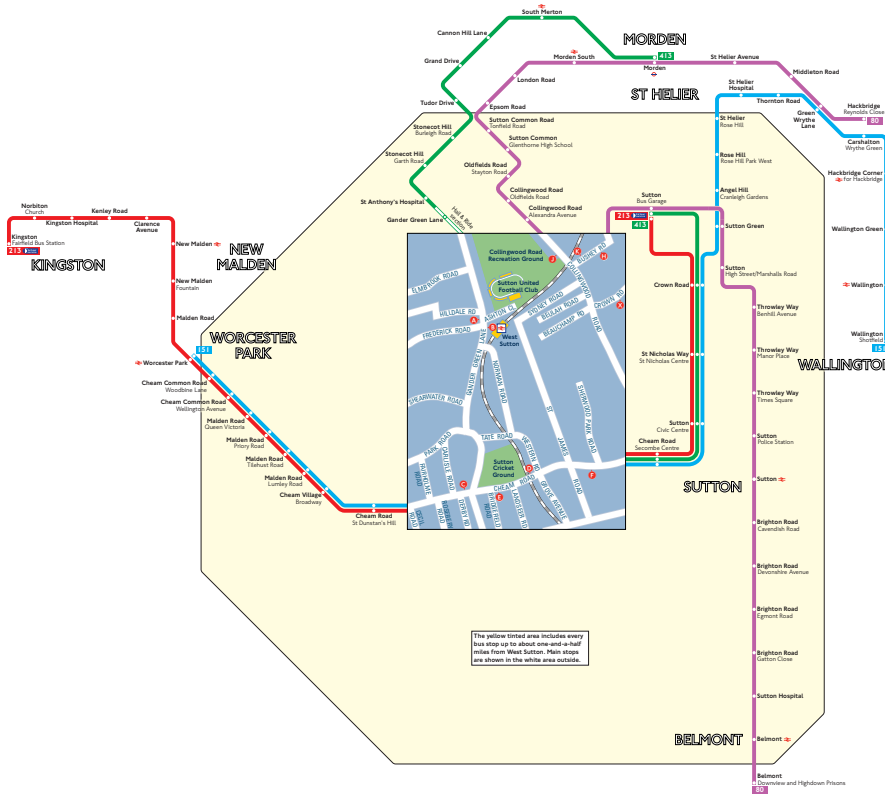
## 11. Conclusion

- 11.1. This Travel Plan is an appropriate means of identifying the measures required to manage vehicular trips to and from the site and to encourage sustainable forms of transport. The use will serve a local need and therefore traffic generation is not perceived as a particular problem. However the provision of the Travel Plan will further assist in minimising impact and encouraging sustainable forms of transport.
- 11.2. It is expected that church members and visitors will support the Travel Plan and help to deliver its objectives and targets.

end.

## APPENDIX A - BUS MAP

### Buses from West Sutton



The yellow shaded area includes every bus stop up to about one-and-a-half miles from West Sutton. Main stops are shown in the white area outside.

- Key**
- Connectors with London Underground
  - Connectors with National Rail
  - Sch** School journeys

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

**Route finder**  
Day buses including 24-hour services

Bus route	Towards	Bus stops
<b>80</b>	Belmont	
<b>151</b>	Hackbridge	
	Wallington	
<b>213</b>	Kingston	
	Worcester Park	
<b>413</b>	Sutton	
	Morden	
	Sutton	

**Other buses**

Bus route	Towards	Bus stops
<b>613 Sch</b>	Sutton Common	
	Glenthorne High School	
<b>627 Sch</b>	Toworth	
	Woodcote Green	
	Worcester Park	

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