

Proposed Redevelopment of Welling United
FC
Park View Road Football Stadium and 1-3
Park View Road, Welling DA16 1SY

Residential Travel Plan

For

Woolwich Road Limited

Document Control Sheet

Proposed Redevelopment of Welling United FC

Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY

Woolwich Road Limited

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Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

- 1.1 This Travel Plan (TP) has been prepared on behalf of Woolwich Road Limited for the redevelopment of Welling United Football Club, located at Park View Road Football Stadium and 1-3 Park View Road, Welling DA16 1SY (herein referred to as 'the site').
- 1.2 The site is located to the east of Welling town centre and benefits from close proximity to the A207, A221 and A2 as well as a number of bus stops and Welling railway station. The site falls within the administrative boundary of the London Borough of Bexley (LBB), who act as both the planning and highways authority.
- 1.3 The proposal seeks planning permission for the following mixed-use scheme consisting of:
- ▶ 104 New homes;
 - ▶ New sports facility for Welling United FC & Academy;
 - ▶ Multi-Purpose 3G Pitch - FIFA Approved;
 - ▶ Approximately 4,000 Ground capacity - combination of seating and standing;
 - ▶ New hospitality areas (for hire) and classrooms for community use;
 - ▶ New club shop/ticket space;
 - ▶ New changing, physio and admin/ management areas;
 - ▶ 6x Blue Badge spaces on site, with a further 2x Blue Badge spaces on the highway;
 - ▶ Introduction of a Car Club with two spaces; and
 - ▶ Independent grade level commercial space.
- 1.4 This TP sets out the strategy for the promotion of active and sustainable travel to site occupants through implementation measures managed by a Travel Plan Co-ordinator (TPC), supported by a monitoring, reviewing, and reporting programme, designed to achieve Plan targets within the Plan lifetime.
- 1.5 The TPC will implement the monitoring programme through which site-specific travel data will be collected. Those data will be used to derive site-specific targets to be achieved through implementation of the TP. Appropriate liaison with LBB will be undertaken by the TPC to illustrate progress towards and achievement of the TP targets, ultimately resulting in sign-off of the TP commitments.
- 1.6 A TP has also been produced for the day-to-day running of the football club operations as well as event days.
- 1.7 Following this introduction, this TP comprises the following:
- ▶ Section 2 describes the local policies and objectives of the TP;
 - ▶ Section 3 summarises the existing conditions of the site and the accessibility of the site;
 - ▶ Section 4 sets out the management and communication strategies of the TP;
 - ▶ Section 5 presents the TP measures that will be implemented;
 - ▶ Section 6 outlines the TP targets;
 - ▶ Section 7 details the monitoring, reviewing, and reporting process; and,
 - ▶ Section 8 supplies the summary Action Plan for this TP.

2.0 Policy and Guidance

2.1 Documents containing planning policies that set the context of this development are:

- ▶ National Planning Policy Framework – September 2023;
- ▶ National Design Guide – October 2019;
- ▶ Planning Practice Guidance – March 2014;
- ▶ Working Together to Promote Active Travel – May 2016;
- ▶ Planning for Walking – April 2015;
- ▶ Planning for Cycling – October 2014;
- ▶ London Plan – March 2021; and,
- ▶ Bexley Local Plan – Adopted April 2023.

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.3 Paragraph 104 of the NPPF promotes the incorporation of sustainable transport development proposals with paragraph 105 stating that there is a need to for a genuine choice of transport modes offered to the public.
- 2.4 Paragraph 113 states that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."* This ensures that a TP is required for this proposed development.
- 2.5 The NPPF states that a Travel Plan is *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed"*.

National Design Guide (NDG)

- 2.6 The NDG sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.
- 2.7 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes, with priority being place on active and / or sustainable modes.

Planning Practice Guidance (PPG)

- 2.8 PPG supports delivery of the principles set out in the NPPF.
- 2.9 Paragraph 3 describes TPs as *"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding"*

streets” and goes on to argue that a TP should be *“considered in parallel of the development proposals and readily integrated into the design”*.

- 2.10 Paragraph 5 goes on to argue that the primary purpose of a TP is to promote the sustainable forms of travel accessible from a proposed site so as to reduce the demand for less sustainable travel methods to be undertaken.

Planning for Walking and Planning for Cycling

- 2.11 Public Health England has issued a briefing for Local Authorities containing their latest research findings relating to active travel:

- ▶ *“Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society;*
- ▶ *The growth in road transport has been a major factor in reducing levels of physical activity;*
- ▶ *Building walking and cycling into daily routines are the most effective ways to increase physical activity;*
- ▶ *Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport; and,*
- ▶ *Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce.”*

- 2.12 The Chartered Institution of Highways and Transportation released two documents, ‘Planning for Walking’ in April 2015 and ‘Planning for Cycling’ in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ *“Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes”* (Planning for Walking, 2015).
- ▶ *“Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles”* (Planning for Cycling, 2014).

Regional Policy

London Plan

- 2.13 The Mayor of London published the new London Plan in March 2021, which identified the spatial development strategy for London and set out an integrated economic, environmental, and social framework for the development of London over the next 20 – 25 years.
- 2.14 Travel Plans are cited in Policy T4, ‘Assessing and mitigating transport impacts’, in terms of them being required as set out in Transport for London guidance, and the role they can play in bringing about positive outcomes from development proposals.

Local Policy

Bexley Local Plan

- 2.15 Paragraph 6.65 of the LBB Local Plan states that *“all development proposals likely to generate significant amounts of movement should be supported by a transport assessment or transport statement and a travel plan.”*
- 2.16 Paragraph 6.71 goes on to argue that the TP is generated to ensure that the local transport network is used in an efficient manner so as to reduce the use of private vehicles for travel.

- 2.17 There are policies within the Local Plan which relate to sustainable transport within the Borough which are relevant to this TP.
- 2.18 Policy SP10: Bexley's Transport Network states that *"The Council will work to achieve a comprehensive, high-quality, safe, integrated and sustainable transport system, which makes the most of existing and proposed transport infrastructure within the borough"*.
- 2.19 Policy SP10 then goes on to state actions that will be taken which are all focused around promoting and increasing the utilisation of sustainable transport methods and the subsequent reduction in the use of the private car.
- 2.20 Policy DP22: Sustainable Transport is linked to Policy SP10 and identifies actions needing to be taken to ensure that sustainable transport provisions can be incorporated within the Borough.

Aim

- 2.21 The aim of this TP is to reduce the number of vehicles travelling to the site on a daily basis and, where possible, encourage residents to travel using more sustainable modes of transport. In doing so, the aim is to raise awareness of sustainable travel modes and encourage their uptake.

Objectives

- 2.22 In order for the TP to meet the above aim, it has to set a number of objectives that will be used as steps to meet the overall aim. These comprise:
- ▶ Reduce the number of single occupancy vehicles travelling to and from the site each day;
 - ▶ Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling, and public transport. It is acknowledged that the location may limit some options, although the TP will draw on those modes that provide the greatest benefit;
 - ▶ Promote the health and environmental benefits associated with travel by foot and by bicycle;
 - ▶ Establish the management of the TP by appointing a TPC who will be responsible for the operation of the TP, its day to day running, and the monitoring of its progress;
 - ▶ Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and,
 - ▶ Set appropriate targets in consultation with the Council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a residents travel survey.

3.0 Site Location and Accessibility

Overview

3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and current use of the site.

Site Details

3.2 The site is located to the east of Welling town centre, approximately 1.4km from Welling railway station. The surrounding area can be characterised as mainly residential in nature, with a number of local amenities within a short walk from the site. The location of the site is shown in Figure 2.1 below.

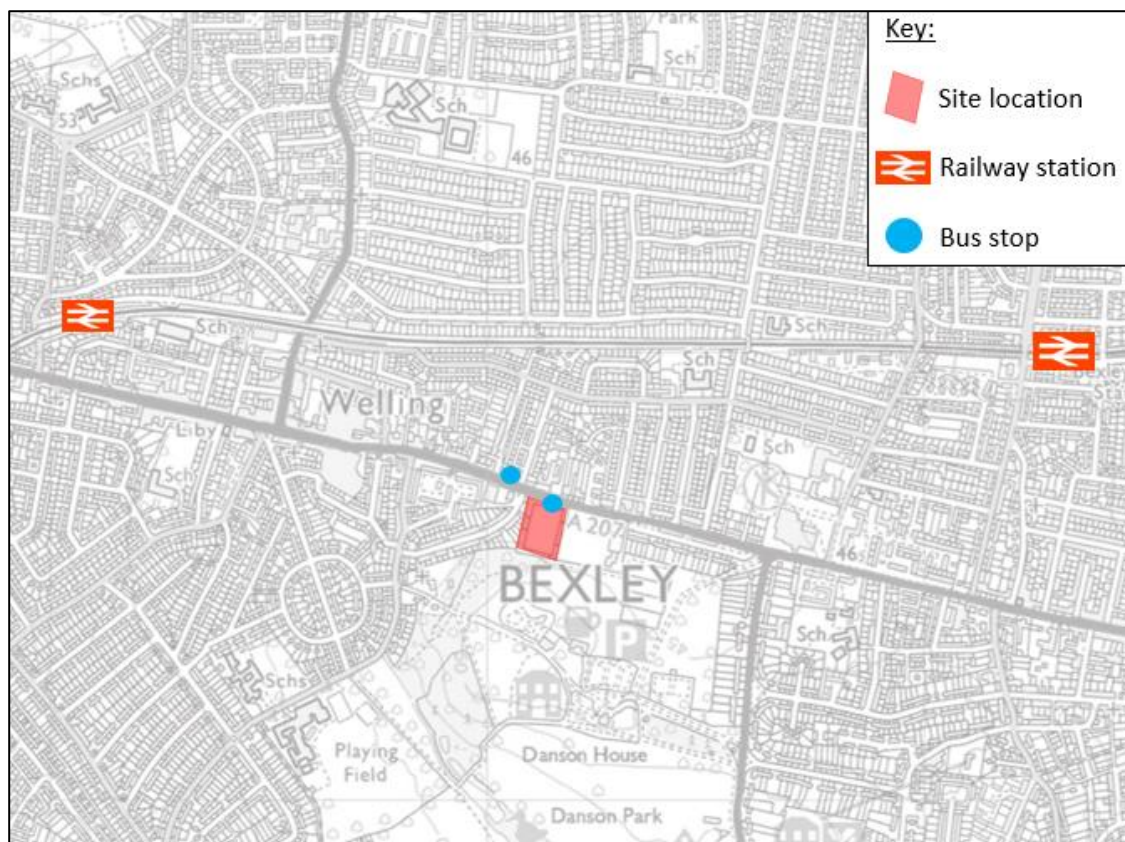


Figure 3.1: Site Location Plan

Existing Highway Network

3.3 Park View Road is a two-way single carriageway subject to 30 miles per hour speed limit. Park View Road connects west to Welling town centre and east to Bexleyheath.

Accessibility of the Site by Non-Car Modes

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
- ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).

3.5 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".

3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "81% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

3.7 The site is accessible on foot via footways on both sides of the A207 providing a continuous lit route to both Welling and Bexleyheath town centres. There are dropped curbs and tactile paving are present at crossing points to aid with accessibility. A pedestrian refuge crossing is provided approximately 24 metres East of the site entrance with dropped curbs and tactile paving. An additional pedestrian refuge crossing is provided 90 metres West of the site entrance with tactile paving and dropped curbs.

3.8 The GIS software TRACC has been used to calculate the possible walking distance over a 25-minute period utilising the average adult walking speed of 4.8 kmh. This is shown in **Appendix A** and highlights the accessibility of the local area by foot.

3.9 There are on-road cycle lanes provided on Park View Road across the site frontage. The local highway network is also considered suitable for cycling due to the relatively low speed limit and flat topography. National Cycle Route 1 is located 7 kilometres north of the site along the Thames Path. The London Cycle Network Route 19 is located north of the site upon Westbrooke Road running parallel to Park View Road.

3.10 The GIS software TRACC has been used to show the 5km radius of which it is deemed an average adult would cycle to access a place. This is shown in **Appendix B** and highlights the accessibility of the surrounding area by cycle.

Accessibility by Public Transport

3.11 As illustrated in Figure 3.1 the nearest bus stops are located on Park View Road approximately 50 metres (1 minute walk) east and west of the site. A summary of the frequent bus services from these stops are displayed in Table 3.1 below.

Service	Destinations Served	Approximate Frequency		
		Mon-Fri	Sat	Sun
89	Lewisham – Blackheath – Vanbrugh Park – Welling – Bexleyheath – Barnehurst – Slade Green	1 every 15 minutes	8 an hour	1 every 20 minutes
96	Bluewater Shopping Centre – Dartford – Bexleyheath – Welling – Plumstead – Woolwich	1 every 10 minutes	1 every 10 minutes	1 every 11 minutes
486	North Greenwich – Greenwich – Woolwich – Welling – Bexleyheath	1 every 10 minutes	1 every 15 minutes	1 every 15 minutes
B16	Bexleyheath – Welling – Falconwood – Eltham – Blackheath	1 every 15 minutes	1 every 15 minutes	2 an hour
N89 (Night Bus)	Trafalgar Square – Covent Garden – Temple – Blackfrairs – Elephant and Castle – Walworth – Camberwell – Peckham – Deals Gateway – Lewisham – Blackheath – Welling – Bexleyheath – Barnehurst – Slade Green – Erith	Night Bus service between 23:45-04:45		

Table 3.1 – Local Bus Services

3.12 Welling railway station is the nearest train station located approximately 1.4 kilometres (18 minute walk) west of the site. Welling railway station benefits from 28 cycle spaces, located in a secure lockable cycle storage and 117 car parking spaces with 2 accessible spaces. A summary of the direct rail services is shown below in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Dartford	Welling – Bexleyheath – Barnehurst – Dartford	5 an hour	5 an hour	5 an hour
Dartford	Welling – Bexleyheath – Barnehurst – Slade Green – Dartford	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Victoria	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – Nunhead – Peckham Rye – Denmark Hill – London Victoria	Every 30 minutes	Every 30 minutes	1 every hour
London Bridge	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – St Johns – New Cross – London Bridge	No service	No service	1 every hour
London Cannon Street	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – St Johns – New Cross – London Bridge – London Cannon Street	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Charing Cross	Welling – Falconwood – Eltham – Kidbrooke – Blackheath – Lewisham – London Bridge – London Waterloo (East) – London Charing Cross	Every 30 minutes	Every 30 minutes	1 every hour
Woolwich Arsenal	Welling – Bexleyheath – Barnehurst – Slade Green – Erith – Belvedere – Abbey Wood – Plumstead – Woolwich Arsenal	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2 – Local Rail Services

Access to Local Amenities

3.13 A number of local facilities are available within the surrounding area of the site and are accessible by foot or cycle. Both Welling and Bexleyheath town centres accommodate a large number of chain and independent shops, cafes and restaurants as well as a selection of food retail stores. There is also doctor's surgeries, pharmacies, dentists, opticians, as well as a number of schools available within walking distance of the site.

3.14 Table 3.3 below sets out the educational facilities located within an acceptable walking distance of the site.

Amenity	Distance from Site (metres)	Walking Time from Site (minutes)	Cycling Time from Site (minutes)
ALP Parkview Academy	110 metres	1-minute	1-minutes
The Bexley Day Nursery	280 metres	4-minutes	1-minute
Foster's Primary School	550 metres	7-minutes	3-minutes
Aspire Academy Bexley	550 metres	8-minutes	3-minutes
Learning and Enterprise College	850 metres	11-minutes	4-minutes
Bexley Grammar School	850 metres	11-minutes	4-minutes
Monkey Puzzle Welling Day Nursery	1,000 metres	13-minutes	3-minutes
St Stephen's Catholic Primary School	1,000 metres	14-minutes	3-minutes
Welling School	1,100 metres	15-minutes	3-minutes

Table 3.1: Educational Amenities

3.15 Table 3.4 below sets out the food retail facilities located within an acceptable walking distance of the site.

Amenity	Distance from Site (metres)	Walking Time from Site (minutes)	Cycling Time from Site (minutes)
Tesco Superstore	500 metres	7-minutes	1-minute
Morrisons	650 metres	9-minutes	2-minutes
Lidl	800 metres	11-minutes	4-minutes
Sainsbury's Local	1,400 metres	19-minutes	5-minutes
Co-op Food – Pickford Lane	1,500 metres	21-minutes	6-minutes
Asda Bexleyheath Superstore	1,800 metres	24-minutes	5-minutes

Table 3.2: Food Retail Amenities

3.16 Table 3.5 below sets out the healthcare facilities located within an acceptable walking distance of the site.

Amenity	Distance from Site (metres)	Walking Time from Site (minutes)	Cycling Time from Site (minutes)
Second Sight Opticians	550 metres	7-minutes	1-minute
Welling Corner Dental Practice	650 metres	9-minutes	2-minutes
Welling Medical Practice	750 metres	10-minutes	3-minutes
Hook Lane Dental Care	800 metres	11-minutes	4-minutes
Bexley Group Practice	1,000 metres	13-minutes	3-minutes
Ingleton Avenue Surgery	1,400 metres	18-minutes	5-minutes
Lloyds Pharmacy	1,600 metres	22-minutes	6-minutes
Browne's Chemist	1,800 metres	25-minutes	10-minutes

Table 3.3: Healthcare Amenities

- 3.17 Tables 3.3 – 3.5 emphasise the accessibility of amenities to the site. Attached as **Appendix A** is a full amenities plan which illustrates the wider local amenities within the proximity of the site.

4.0 Management and Communication Strategy

- 4.1 Prior to occupation, a named contact from the site management company will be appointed to take on the role of the Travel Plan Co-coordinator (TPC).
- 4.2 Contact details for the TPC will be provide to LBB upon appointment, and updated contact details will be provided, at the time, should the named appointee change during the life of this TP.
- 4.3 The TPC will carry out the following responsibilities during the lifetime of the TP:
- ▶ Be the point of contact for travel-related queries at the site throughout the life of the TP;
 - ▶ Implement the measures in this TP;
 - ▶ Administer TP related documentation;
 - ▶ Market and promote this TP to site users;
 - ▶ Liaise / negotiate with external stakeholders;
 - ▶ Deliver the monitoring programme detailed in this TP; and,
 - ▶ Use the monitoring results to review the TP and update as necessary.
- 4.4 A third-party survey company will be commissioned to undertake the multi-modal surveys required for delivery of the TP monitoring programme.
- 4.5 External parties, such as LBB, TfL, cycling skills training providers, car club operators, transport consultancies etc. will be involved as appropriate in support of TP commitments and in line with available funding.
- 4.6 Information within Table 4.1 below summarises the management activities, the part responsible in each instance, and an approximation of the time required for each action. In all instances the source of funding is the site operator or their appointed representative / successor in title.

Activity	Party Responsible	Time Allocation (Estimated)
Produce travel information	TPC	5 days
Distribute travel information	Site owner / operator	2-3 days
Arrange baseline surveys	TPC and site owner / operator	1.5 days per survey
Arrange anniversary surveys	TPC and site owner / operator	1.5 days per survey
Undertake surveys	Third part survey company	1.5 days per survey
Analyse and report surveys	TPC and site owner / operator	3.5 days per survey
Review and update TP after each monitoring survey	TPC and site owner / operator	3.5 days per survey
Identify need for safeguarding measures	TPC and site owner / operator	3.5 days per survey
Implement safeguarding measures	TPC and site owner / operator	In line with measure(s) pursued
Administer sign-off for TP and negotiate ongoing measures	TPC and site owner / operator	1-2 days

Table 4.1: Travel Plan Management

Communication

- 4.7 The communication of the TP is imperative to it being successfully implemented so that future residents are aware of the travel options available to them, especially the sustainable transport methods accessible to them.

Residents Travel Pack

- 4.8 The appointed TPC will provide a Travel Information Pack (TIP) for site residents supplying the following information:
- ▶ Contact details for the TPC;
 - ▶ Details of the on-site facilities supporting residents' use of active travel;
 - ▶ Details of on-site facilities that help reduce the need to travel (e.g., broadband connectivity enabling online working, shopping, communications etc and any other applicable features);
 - ▶ Information about the health benefits of active travel;
 - ▶ Reference to journey planning tools (<https://www.traveline.info>)
 - ▶ Promotion of national and international events relating to use of active and / or sustainable travel, such as 'Cycle to Work' days (<http://www.cycletowork.org/>) and 'World Car Free Day' (<https://www.worldcarfree.net.scf/>);
 - ▶ Mapping of local cycling and walking networks;
 - ▶ Promotion of cycling skills training for schoolchildren through 'Bikeability', and training for adults;
 - ▶ Promotion of the opportunity for new residents to set up a 'Bicycle Users Group (BUG);
 - ▶ Reference to the Government-led 'Cycle to Work' scheme, and encouragement for employees to check if their employer operates this scheme;
 - ▶ Promotion of existing local and national lift sharing schemes (www.liftshare.com);
 - ▶ The offer of provision of Personalised Travel Planning (PTP) from the TPC;
 - ▶ Details of car club schemes, including the location(s) of any nearby car club vehicle(s);
 - ▶ Details of any local community transport provision; and,
 - ▶ Details about the purchase and use of cleaner-fuelled vehicles, electric cycles, and electric scooters.
- 4.9 The first household occupying each residential unit will be provided with a TIP. The TIP will be reviewed, updated as necessary, and re-issued to each phase of occupying households. The TIP will also be made available on the development-specific sales website.

5.0 Measures and Safeguards

Overview

- 5.1 The measures detailed here through which the TP will be implemented are appropriate for the target audience comprising site residents.
- 5.2 The Action Plan set out in this TP incorporates these measures alongside the parties responsible for carrying out and funding each action, and a likely timescale for implementation.
- 5.3 In summary, the measures through which this TP will be implemented consist of physical infrastructure, financial contributions (off-site car club provision), and a surveying, reviewing, and reporting programme.

Physical Infrastructure

Active Travel

- 5.4 The proposed development has been designed to connect into the existing walking and cycling network local to the site, thereby integrating permeability for pedestrians and cyclists.

On-Site Parking

- 5.5 The proposal includes six car parking spaces for disabled users within the car parking area accessed via Roseacre Road. A further two parking spaces for disabled users are proposed on Roseacre Road, immediately adjacent to the site. No standard parking spaces are proposed on site, and therefore the scheme would classify as a 'car-free' scheme in respect of the 2021 London Plan.
- 5.6 As per Policy T6 of the London Plan, at least 20 percent of any parking spaces provided should have active electric vehicle charging point from the outset. The development will adhere to the policy and provide sufficient EV parking with 20% active and 80% passive provision.
- 5.7 Based on the minimum cycle parking standards for the site and the number of dwellings proposed, the site will require 196 long stay parking spaces. The proposals include 202 long stay cycle spaces within the basement, which exceeds the above requirement.
- 5.8 Three further short stay cycle stands (to accommodate six spaces) will be provided adjacent to the site, which meets the requirements of the London Plan standards.

Financial Contributions

Off-Site Car Club Provision

- 5.9 Discussions have been held with Enterprise Car Club, who have recommended the implementation of two car club vehicles to be funded for a two-year period.
- 5.10 It is envisaged that this could include the provision of one or both cars on-street to maximise up-take by residents in the surrounding area. Based on previous discussions with LBB, it is envisaged that at least one car could be provided on Denham Close, located directly opposite the site.
- 5.11 Enterprise have put forward a proposal for this to occur with it including funding to offer existing residents in the surrounding area a discounted membership to the new car club vehicles to try and encourage the up-take of the car club. Extra funding will be provided by the developer to ensure that sufficient funding is applied to the car club in-line with a level of funding agreed with LBB.

Monitoring, Reviewing, and Reporting

- 5.12 The monitoring, reviewing, and reporting programme set out in this TP will be delivered in order to track progress towards the TP targets and adjust the implementation measures as necessary to support achievement of those targets.

6.0 Objectives and Targets

Overview

- 6.1 TPs should have measurable outputs against which the progress of the TP can be monitored having regard to the TP objectives. The targets set should be specific, measurable, achievable, realistic, and timed.

Objectives

- 6.2 The objectives listed below for this TP have been derived from the policies and guidance set out in this report, in order that this TP supports their delivery.
- ▶ Promote healthy travel such as walking, running, and cycling in order to increase the use of these active and sustainable modes of travel;
 - ▶ Promote more efficient forms of car travel such as the sharing of resources through lift-sharing;
 - ▶ Raise site occupants' awareness of opportunities to adopt active and /or sustainable travel through the provision of information;
 - ▶ Reduce the need to travel through trips being linked where possible or suitable broadband to enable working from home;
 - ▶ Support social cohesion and people's sense of community through the promotion of active travel for functional and / or leisure trips, thereby providing the opportunity for personal interaction whilst acquainting with the locality.

Aim Targets

- 6.3 The aim targets set out within the TP will be linked to the reduction in car usage and the increase in utilising sustainable methods of travel by future residents.
- 6.4 2021 Census data for the E02000080 ward, the ward the site is in, for 'method used to travel to work' is shown below in Table 6.1 alongside a comparison with the Bexley area. A modal split of method of travel is shown.

Method Used to Travel to Work	E02000080	Bexley
Underground, metro, light rail, tram	4%	4%
Train	17%	16%
Bus, minibus, coach	10%	10%
Taxi	1%	1%
Motorcycle, scooter, moped	1%	1%
Driving a car or van	55%	55%
Passenger in a car or van	3%	3%
Bicycle	1%	1%
On foot	6%	7%
Other method of travel to work	2%	2%

Table 6.1: Modal split of travel to work data for E02000080 ward

- 6.5 Table 6.1 shows that 58% of residents within the ward currently commute to work via a private car with this figure being the same for the wider Bexley area. There is a need for this method of travel to reduce.

- 6.6 The aim of this TP is to reduce the number of future residents commuting by car by 10% of the Census data, and increase the number of future residents commuting by sustainable methods of travel.
- 6.7 Future aim targets will be set upon completion of the baseline survey and will be agreed upon in consultation with LBB.

Action Targets

- 6.8 Action targets are tabulated within Section 8.

7.0 Monitoring and Review

Overview

- 7.1 To track implementation of the TP measures, to collect travel survey data, and to undertake a review of progress towards the achievement of the TP targets, a monitoring programme will be implemented.
- 7.2 This programme comprises three stages – monitor, review, and report – to be undertaken at full occupation and on the second and fourth anniversaries of that baseline.
- 7.3 The monitoring programme will be undertaken to ensure that:
- ▶ Site-specific data is collected;
 - ▶ Progress can be tracked towards achieving the targeted reduction in single-occupancy vehicle usage, with the commensurate increase in use of active and / or sustainable modes, and the targeted reduction in the need to commute by working mainly at / or from home; and,
 - ▶ TP implementation measures can be reviewed and tailored accordingly.
- 7.4 The TPC will manage and administer the monitoring programme as funded by the site operator or their appointed representative / successor.

Monitor

- 7.5 Monitoring will be compliant with the Standard Assessment Methodology (SAM) devised by the TRICS Consortium (https://www.trics.org.sam_process.aspx) as required by Transport for London guidance.
- 7.6 Site-specific data will be collected within three months of full occupation to provide the baseline for the purpose of amending the indicative targets set out herein.
- 7.7 Further surveys will then be undertaken on the second and fourth anniversaries of that baseline survey.

Review

- 7.8 After each round of monitoring, the data will be used to inform consideration of progress towards achieving the TP targets.
- 7.9 A review of the TP measures will also be undertaken to retain and / or enhance those that are considered to be positively supporting active / sustainable travel, and to amend or abandon those that are not, with suitable measures, being substituted as appropriate.
- 7.10 A site audit will be undertaken to inform a description of the site in terms of its operation, layout, facilities, etc., as part of the review process.
- 7.11 The TP Action Plan (see Section 8) will also be reviewed in light of the above information.

Report

- 7.12 The survey data, content of the TP review, revised targets, and an updated Action Plan will be set out in a Monitoring Report.
- 7.13 Monitoring Reports will be submitted to the Local Planning Authority within 3 months of receipt of the survey data.

Remedial Review

- 7.14 If the surveys hight that the site is not meeting its targets, a number of remedial measures will need to be implemented on-site to rectify the situation. A potential remedial measure would be to run an awareness campaign reinforcing alternatives to car travel, with a particular focus on cycling and public transport.

8.0 Action Plan

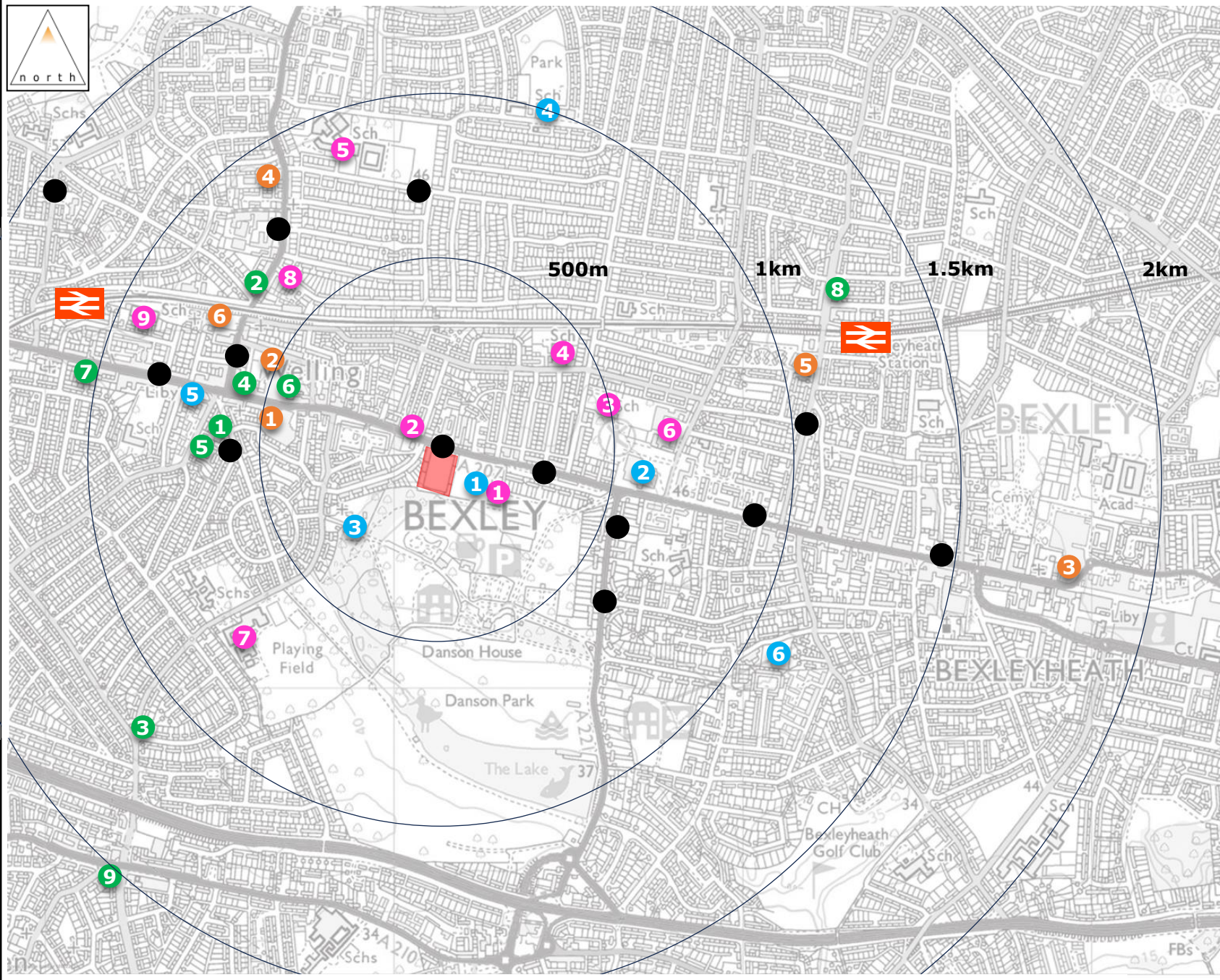
- 8.1 The Action plan set out within Table 8.1 sets out the action what will be taken to implement this TP, the party(ies) responsible in each instance, and an indicative timeline. In all cases, the site operator or their appointed representative / successor will be the source of funding.
- 8.2 As set out previously, the TPC will work with other relevant parties as necessary.

Action	Party(ies) Responsible	Indicative Timeline
Provide on-site travel facilities	Woolwich Road Limited	During construction
Provide on-site amenities	Woolwich Road Limited	During construction
Appoint TPC	Woolwich Road Limited	During construction
Produce Travel Information Pack	TPC	During construction
Ensure Car Club is Operational	Woolwich Road Limited/Enterprise	During construction
Issue Travel Information Pack	Woolwich Road Limited	With each phase of occupation
Arrange initial travel survey	TPC	At 50% occupation
Use survey data to review TP	TPC	Within 3 months of receiving survey data
Produce and submit Monitoring Report	TPC	Within 3 months of receiving survey data
Approve Monitoring Report	LBB	Within a reasonable timeframe
Arrange anniversary travel surveys	TPC	On first, third, and fifth anniversaries of initial survey
Use survey data to review TP	TPC	Within 3 months of receiving each set of survey data
Produce and submit Monitoring Reports	TPC	Within 3 months of receiving each set of survey data
Approve Monitoring Reports	LBB	Within a reasonable timeframe
If TP targets not on-track at Year 3, monitoring will continue until Year 5	TPC and LBB	To be agreed (if mitigation measures are needed)
If TP targets are not met by Year 5, discuss mitigation with LBB	TPC	Additional mitigation at Year 5
Secure approval and final sign-off of TP process	LBB	Within a reasonable timeframe


































Table 8.1: Action Plan

Appendix A

Local Amenities



Legend

-  Site Location
-  Railway Station
-  Bus Stops
- Schools**
-  1 The Bexley Day Nursery
-  2 ALP Parkview Academy
-  3 Aspire Academy Bexley
-  4 Foster's Primary School
-  5 Welling School
-  6 Learning and Enterprise College
-  7 Bexley Grammar School
-  8 Monkey Puzzle Welling Day Nursery
-  9 St Stephen's Catholic Primary School
- Supermarkets**
-  1 Tesco Superstore
-  2 Morrisons
-  3 Asda Bexleyheath Superstore
-  4 Co-op Food - Pickford Lane
-  5 Sainsbury's Local
-  6 Lidl
- Health Facilities**
-  1 Welling Medical Practice
-  2 Bexley Group Practice
-  3 Ingleton Avenue Surgery
-  4 Welling Corner Dental Practice
-  5 Hook Lane Dental Care
-  6 Second Sight Opticians
-  7 Steven Harris Opticians
-  8 Lloyds Pharmacy
-  9 Browne's Chemist
- Other Amenities**
-  1 Bexleyheath Sports Club
-  2 Crook Log Leisure Centre
-  3 Danson Park
-  4 St Michael's Community Centre
-  5 Welling Library
-  6 National Trust - Red House

Park View Road, Welling
Not to Scale

