



**28 DINGWALL ROAD,
CROYDON**

Office Development

BREEAM Travel Plan

**Prepared on behalf of Potter
Raper Ltd.**

PRPP/20/5640/TP01

November 2020

RGP – Transport Planning and Infrastructure Design Consultants

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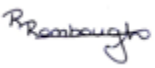
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Office Development


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1 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan is prepared by RGP on behalf of Potter Raper Ltd. in relation to the office use at 28 Dingwall Road, Croydon, CR0 2NH.

1.1.2 The site is located on Dingwall Road at the centre of Croydon's Central Business District. It lies 2 minutes' walk west of East Croydon station and lies between the Ruskin Square development and Whitgift shopping centre, as indicated on **Figure 1.1** below.

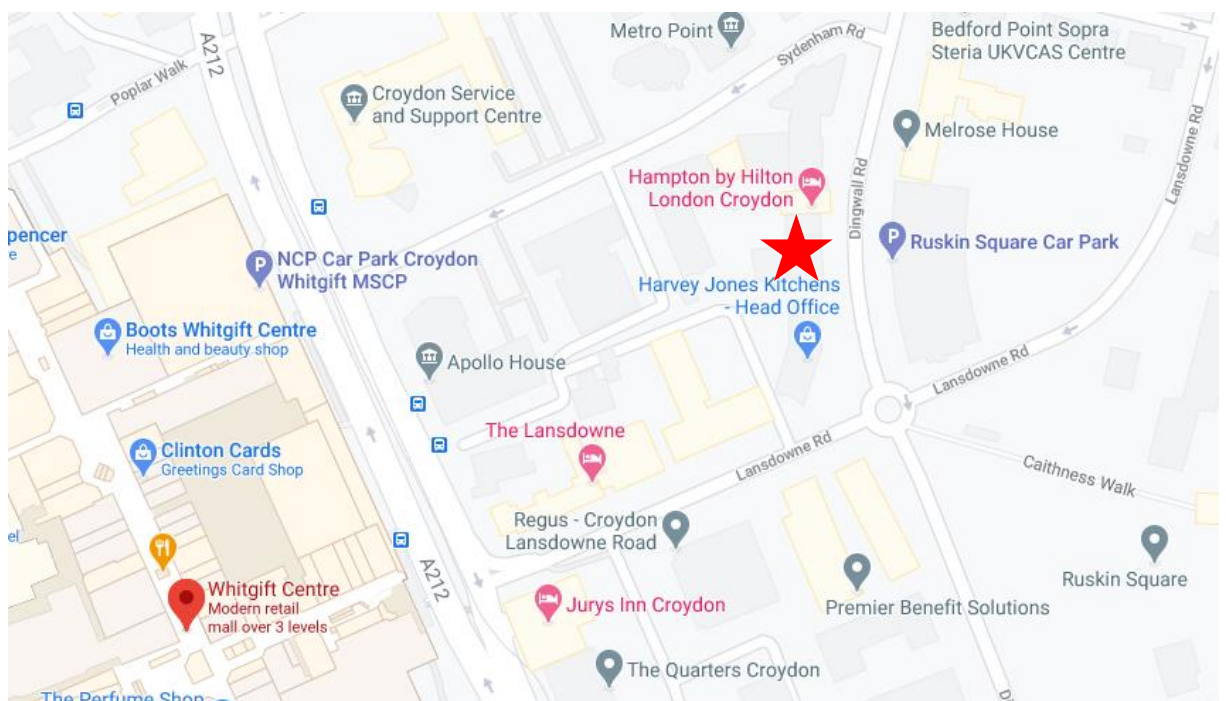


Figure 1.1. Site Location

1.1.3 A planning application for the site is currently under consideration by Croydon Council (Ref: 20/05682/FUL) for the extension and renovation of the existing 6 storey 1980s building, consisting of front and rear extensions, two additional floors, new front faced including remodelled street level access, ramps and landscaping.

1.1.4 As indicated on the site plans attached hereto at **Appendix A**, the proposals for the existing 1285sqm site/office building include the provision of 18 car parking bays, including 1 disabled bay (3 fewer spaces than currently provided), electric vehicle charging stations, motorcycle and cycle parking. No alterations are proposed to the vehicular or pedestrian access from the public highway.

- 1.1.5 This Travel Plan outlines the opportunities for sustainable travel to and from the development, targeting staff. It is anticipated that the building once complete will accommodate 440 full-time employees. This Travel Plan details measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving a shift away from overcrowded public transport services through the promotion of alternative travel modes.
- 1.1.6 The development seeks to achieve a Building Research Establishment's Environmental Assessment Methodology (BREEAM) 'very good' rating. The production of this Travel Plan meets the BREEAM 2014 requirements for credit TRA5: Travel Plan.

1.2 Travel Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with particular emphasis towards the reduction of car dependency, whilst aiming to encourage and increase sustainable travel choices as supported by the National Planning Policy Framework (NPPF), which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 111). Whilst this proposal does not generate a 'significant' number of vehicle movements, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area.
- 1.2.2 Furthermore, Paragraph 104 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 The London Plan (2016) Policy 6.1 states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car. Whilst the Mayor's Transport Strategy (2018) also requires the use of Travel Plans to encourage active, efficient and sustainable travel.
- 1.2.4 Travel Plans are also supported by Policy DM29: Promoting sustainable travel and reducing congestion of the Croydon Local Plan (2018) which states that development should promote measures to increase the use of public transport, cycling and walking.
- 1.2.5 This Travel Plan has been prepared with regard to relevant guidance, including Transport for London (TfL)'s Guidance on Travel Plans for New Development (2013) and meets the BREAAM 2014 requirements for TRA05: Travel Plans.

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The office building to which this Travel Plan relates (28 Dingwall Road) lies to the east of Dingwall Road between Lansdowne Road and Sydenham Road. It is bound by Corinthian House (offices) to the south and the Hampton by Hilton London Croydon hotel to the north. The entrance to Ruskin Square multi-storey car park is located opposite the building.
- 2.1.2 There is a limited amount of parking associated with the site located at lower ground floor level (this will be reconfigured as part of the proposals) and a disabled bay is located on Dingwall Road outside the building entrance.
- 2.1.3 **Plan 01**, attached, provides an illustration of the site's location relative to the highway network and public transport services which would be utilised by staff.
- 2.1.4 The A212 Wellesley Road lies to the west and can be accessed by way of Lansdowne Road and Sydenham Road (one-way). The A212 provides a route north-south through Croydon connecting with the A232 approximately 650 metres to the south. The A232 runs east-west between Ewell and the M25 Junction 4. Thus, the site is well connected to the surrounding highway network.
- 2.1.5 Additionally, the A212 Wellesley Road provides access to the Whitgift Shopping Centre, bus stops and Wellesley Road Tram Stop.

2.2 Accessibility Credentials

- 2.2.1 In accordance with relevant national (NPPF), regional (The London Plan) and Croydon Council transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.
- 2.2.2 There is a wide variety of land uses in the vicinity of the site, including numerous business, retail and leisure attractions, which act to reduce the need for staff to travel away from the site during the day. The Ruskin development comprises office spaces, new homes and retail and its completion is expected in 2021.
- 2.2.3 An extensive range of public transport services are available locally, including national rail, tram and bus services. Owing to the excellent pedestrian, cycle and public transport infrastructure nearby, it is anticipated that active modes of transport, in combination with public transport services, would form the primary modes of travel for users travelling to / from the office building. The TfL Journey Planner (<https://tfl.gov.uk/plan-a-journey/>) can assist with route planning as well as identifying step-free access.

Walking and Cycling

- 2.2.4 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively. Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 2.2.5 There is an excellent standard of pedestrian infrastructure in the vicinity of the site. The pedestrian access (ramp and step access) into the building from Dingwall Road will be retained in the same location and enhanced to provide a better arrival experience and to improve accessibility, ensuring the building is fully accessible for people with disabilities. A secure, pedestrian access will also be provided down the ramp next to the vehicle entry to the parking area under the building.
- 2.2.6 Wide and well-lit footways are provided on both sides of Dingwall Road with tactile paving demarcating the entrance and exit to Ruskin Square car park. The locale is subject to a 20mph speed limit and the area surrounding the Dingwall Road/Lansdowne Road roundabout to the south exhibits a pedestrian plaza feel with benches and litter bins. This provision acts to assist pedestrians with varying degrees of disability and well as those accompanied by young children.
- 2.2.7 In addition, signalised pedestrian crossing points, with tactile paving to aid the visually impaired, are provided across the junctions with the A212 and a subway is available to enable the safe crossing of the A212.
- 2.2.8 The network of footways continues throughout Croydon town centre, affording safe and convenient access to local attractions, as well as commuting routes for staff from the nearby residential areas.
- 2.2.9 With regard to cycling, there is an extensive network of dedicated cycle routes provided throughout the local area as shown on **Plan 01**. On-carriageway cycle lanes are also present along both sides of Dingwall Road.
- 2.2.10 Brompton Bike Hire is available from East Croydon Dock, College Road. For more information visit <https://www.bromptonbikehire.com/>.

Bus

- 2.2.11 As illustrated on **Plan 01**, attached, the nearest bus stops to the site are the Whitgift stops WJ and WK located on Wellesley Road. These stops are equipped with shelters, seating and bus timetable information.

2.2.12 **Figure 2.1** provides a summary of bus services available from the 'Whitgift Centre' stop WK, while further route and timetable information can be obtained from <https://tfl.gov.uk/modes/buses/>.

BUS TIMETABLE			
Destination	Route	Typical Frequency	Hours of Operation
50	Croydon Town Centre - Thornton Heath - Norbury - Streatham Hill - Stockwell	Mon-Sat: 5 buses per hour Sun: 3 buses per hour	Mon-Fri: 04:55 - 00:22 Sat: 04:55 - 01:00 Sun: 05:55 - 01:07
60	Old Coulsdon - Purley - Croydon - Streatham	Mon-Sat: 6 buses per hour Sun: 5 buses per hour	Mon-Sun: 04:40 - 00:42
109	Croydon Town Centre - Thornton Heath Pond - Norbury - Streatham - Brixton	Mon-Sat: 10 buses per hour Sun: 6 buses per hour	Mon-Fri: 04:40 - 00:33 Sat-Sun: 04:40 - 01:02
264	West Croydon - Mitcham - Tooting, St, George's Hospital	Mon-Sat: 5 buses per hour Sun: 4 buses per hour	Mon-Sat: 24 hours
405	Redhill - Merstham - Hooley - Coulsdon - Purley - Pampisford Road - South Croydon - Croydon, Town Centre	Mon-Sat: 4 buses per hour Sun: 2 buses per hour	Mon-Sat: 06:00 - 00:21 Sun: 06:50 - 00:21
407	Sutton - Carshalton - Waddon - Croydon - Purley - Kenley - Whyteleafe - Caterham	Mon-Sat: 5 buses per hour Sun: 3 buses per hour	Mon-Fri: 05:00 - 00:48 Sat: 05:00 - 01:33 Sun: 06:55 - 01:33
455	Purley - Croydon - Wallington	Mon-Sat: 3 buses per hour	Mon-Sat: 05:45 - 00:45 Sun: 06:55 - 00:42
468	South Croydon - West Norwood - Elephant & Castle	Mon-Fri: 6-7 buses per hour Sat: 6 buses per hour Sun: 4 buses per hour	Mon-Fri: 04:50 - 00:34 Sat: 04:50 - 01:13 Sun: 04:50 - 01:17
N68	Old Coulsdon - Croydon - Norwood - Herne Hill - Camberwell - Waterloo - Tottenham Court Road	Mon-Sun: 2 buses per hour	Mon-Fri: 00:20 - 05:44 Sat-Sun: 00:20 - 05:39
N109	Croydon Town Centre - Thornton Heath - Norbury - Streatham - Brixton - Westminster - Oxford Circus	Mon-Sun: 2 buses per hour	Mon-Fri: 00:41 - 05:23 Sat-Sun: 00:40 - 05:21

Figure 2.1. Bus Timetable Summary

2.2.13 As demonstrated above, there are frequent bus services available locally. These bus services would afford staff with convenient travel from the site to borough-wide destinations and beyond.

Tram

2.2.14 Tramlink is a frequent and reliable tram service through Central Croydon. The nearest tram stop is East Croydon situated circa 500 metres to the south-east. From here destinations such as Wimbledon, Beckenham, Elmers End and New Addington can be reached, as detailed in **Figure 2.2.** below.

TRAM TIMETABLE			
Destination	First/Last Services	Duration	Major Calling Points
Elmers End	Mon-Sat: 04:36-00:36 Sun: 06:36-00:21	14 minutes	Addiscombe, Arena
New Addington	Mon-Sat: 04:29-00:44 Sun: 06:14-00:14	20 minutes	West Croydon, Addington Village
Beckenham Junction	Mon-Sat: 04:57-00:42 Sun: 06:42-00:12	21 minutes	Addiscombe, Birkbeck
Wimbledon	Mon-Sat: 05:17-00:02 Sun: 07:02-23:47	29 minutes	Church Street, Mitcham Junction, Morden Road

Figure 2.1. Tram Timetable Summary

2.2.15 Tram travel therefore provides a realistic alternative mode of travel for those staff who reside along these routes.

Rail

2.2.16 The site is well placed for travel by national rail located just 2 minutes' walk from East Croydon station and 10 minutes from West Croydon station, as indicated on **Plan 01** attached hereto.

2.2.17 As summarised in **Figure 2.3** overleaf, East Croydon railway station provides frequent, fast trains to destinations such as London Victoria, London Bridge, Gatwick Airport and the South Coast. Disabled-accessible slopes are provided to all platforms and there is a footbridge connecting all platforms. The station also benefits from cycle parking for 40 bicycles and a taxi rank.

NATIONAL RAIL		
Destination	Typical Frequency	Typical Duration
London Victoria	10 trains per hour	17 minutes
London Bridge	12 trains per hour	13-44 minutes
Caterham & Tattenham Corner	4 trains per hour	23-26 minutes
Cambridge	1 train per hour	1 hour 39 minutes
Gatwick Airport	12 trains per hour	15-31 minutes
Bedford	4 trains per hour	1 hour 30 minutes
Ore & Littlehampton via Hove and Worthing	1 train per hour	1 hour 54 minutes
Portsmouth Harbour via Horsham and Bognor Regis	1 train per hour	1 hour 41 minutes
Uckfield	1 train per hour	1 hour
Milton Keynes	1 train per hour	1 hour 50 minutes
Peterborough	2 trains per hour	1 hour 54 minutes

Figure 2.3. Local National Rail Services

2.2.18 These services provide staff with convenient commuting options across Croydon as well as from towns and cities further afield.

2.3 PTAL Assessment

2.3.1 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and range between 1a (worst) and 6b (best).

2.3.2 The site has an Accessibility Index of 80.66 which corresponds to a PTAL of 6b, representing the highest level achievable. This is indicative of the site's excellent access to public transport, whereby the travel needs of the site users can be catered for. Full details of this assessment can be found at **Appendix B**.

2.4 Summary of Baseline Conditions

2.4.1 The above review demonstrates that the site is highly accessible by a variety of sustainable travel modes, indicating the potential for eliminating the need to use a private car and encouraging the use of active modes such as walking and cycling. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF, The London Plan and Croydon's Local Plan policies.

3 TRAVEL BEHAVIOUR

3.1 Existing Travel Behaviour Data

3.1.1 It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.

3.1.2 In lieu of baseline surveys for this specific site, Census Data (2011) Method of Travel to Work was obtained for E02000220: Croydon 027 within which the site lies. This information has been considered as shown in **Figure 3.1** below, while the full Census output is attached at **Appendix C**.

MODE	TOTAL PERSONS	%
Underground, metro, light rail, tram	1,670	10.2
Train	4,130	25.3
Bus, minibus or coach	3,293	20.2
Taxi	28	0.2
Motorcycle, scooter or moped	124	0.8
Driving a car or van	4,471	27.4
Passenger in a car or van	355	2.2
Bicycle	251	1.5
On foot	1,930	11.8
Other	69	0.4

Figure 3.1: Census Method of Travel to Work

3.1.3 From the findings summarised in **Figure 3.1**, it can be seen that the majority of trips for communicating purposes are made by public transport (underground, train and bus) with a further 13.4% made by active modes (walking and cycling). 29.6% of journeys to work are currently made by car.

3.1.4 The information obtained is considered to be a suitable starting point for formulating appropriate measures and targets, however, iTRACE compliant travel surveys will be carried out within 6 months of occupation, to establish the travel behaviour of all staff and provide a baseline for future monitoring purposes.

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness, therefore the overall aim of this Travel Plan is:

To reduce reliance upon the private car and overcrowded public transport services, by effecting a change in attitude to travel by increasing awareness of active travel modes and their associated benefits.

4.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus the role of the Travel Plan. These objectives also support both the Mayor's Transport Strategy and the Local Authority's policy aims.

4.1.3 For the development site, the objectives are:

Objective 1: Actively encourage sustainable travel to and from the site

Objective 2: Provide on-site infrastructure to facilitate sustainable travel

4.1.4 Furthermore, given the site's excellent accessibility and high uptake of sustainable modes, consideration will be given to reducing the need to travel.

4.2 Targets

4.2.1 To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan.

4.2.2 When setting site specific targets, it is important that they are "SMART" in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

Specific
Measurable
Achievable
Realistic
Time-bound

4.2.3 **Figure 4.1** below presents the targets for the Travel Plan which will support the overall aim and two objectives. These should be achieved 3 and 5 years from approval of the Travel Plan and initially, they will be assessed against the data presented in **Section 3** of this report.

ACTION	TARGET DATE
STAFF	
Increase the proportion of journeys made on foot	By 5% End of Year 3 / By 10% Year 5
Increase the proportion of trips made by bicycle	By 2.5% End of Year 3 / By 5% Year 5

Figure 4.1: Targets

- 4.2.4 Following baseline surveys, these targets will be reviewed and amended based on the site-specific data obtained.
- 4.2.5 The targets stated above will be reviewed regularly and should be achieved by the target dates specified i.e. 3 or 5 years. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.
- 4.2.6 Travel related concerns raised by staff and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and ensure that the Travel Plan continues towards achieving its targets and overall aim.
- 4.2.7 Future targets will be established through a process of consultation with Croydon Council and the operators of the office to ensure that they are appropriate in the context of the objectives, yet realistic and achievable.

5 TRAVEL PLAN MEASURES

5.1.1 An Action Plan outlining all of the proposed Travel Plan measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales is attached at **Appendix D**.

5.1.2 The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim for this site.

5.1.3 The Action Plan includes the following measures:

Objective 1: Promote and actively encourage sustainable travel to and from the site (to include reducing the need to travel)

- Appoint Travel Plan Coordinator (TPC)
- Local Recruitment Policy
- Flexible Working Policy
- Walking / Cycling Routes
- Bicycle Purchase Scheme
- Public Transport Information
- Interest Free Travel Loans
- Car Sharing
- Car Clubs
- Travel Plan Intranet Site / Webpage
- Staff Welcome Packs / Personalised Travel Plans

Objective 2: Provide the on-site infrastructure to facilitate sustainable travel

- Infrastructure Improvements
- Shower / Changing Facilities
- Cycle Parking / Storage
- Electric Vehicle Charging
- Puncture Repair Kit
- Travel Noticeboard to include Travel Poster – see example at **Appendix E**

5.2 Effectiveness of Travel Plan Measures

5.2.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets set.

6 REVIEW AND APPROVAL

6.1 Implementation and Funding

6.1.1 A Travel Plan Coordinator (TPC) will be appointed by the building's management company to oversee the implementation of the Travel Plan and ensure it seeks to achieve the stated aims. It is anticipated that the TPC would fall within the role of the Building Manager, although specific tasks would become the responsibility of representatives from each of the individual occupiers. following instruction from the Building Manager.

6.1.2 The TPC will be responsible for the Travel Plan's management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month.

6.1.3 The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works which are associated with the development's construction costs, funding is required to cover initial set up, printing and marketing. This is estimated to amount to circa £500 annually and would be paid for by the office management company.

6.1.4 This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, management and review of the Travel Plan and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.

6.2 Monitoring

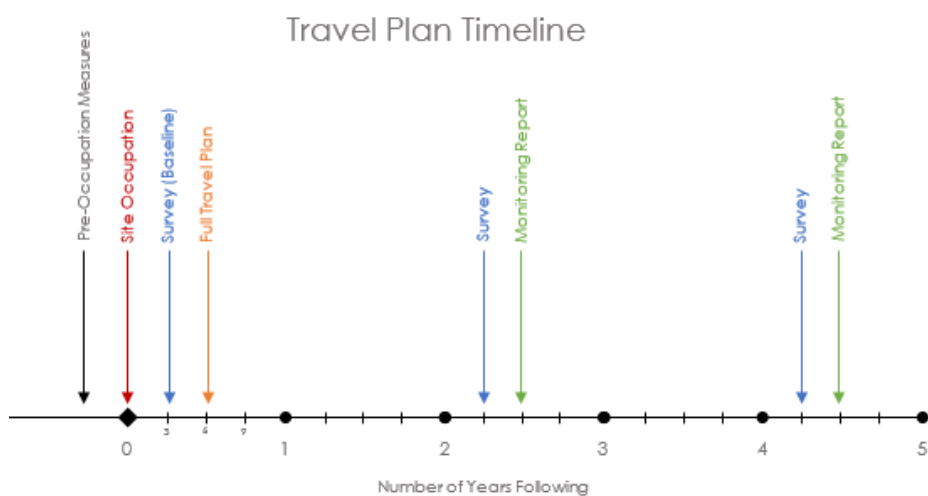


Figure 6.1: Travel Plan Timetable

- 6.2.1 **Figure 6.1** above, illustrates the monitoring timeline for the 5-year life of the Travel Plan.
- 6.2.2 Updated baseline data is to be collected within 6 months of the new building's occupation. This will represent Year 1 of the Travel Plan and form the revised baseline for inclusion in the Full Travel Plan.
- 6.2.3 Monitoring reports will then be produced by the TPC and submitted to Croydon Council for approval in relation to the targets set for the end of Years 3 and 5. These reports shall demonstrate how the Travel Plan has been implemented to date and will include:
- (i) Details of measures introduced, and actions taken to promote the Travel Plan;
 - (ii) A statistical summary of the modal split of staff, disclosed by the monitoring surveys;
 - (iii) The progress of the Travel Plan in achieving the targets and identifying any amendments to be agreed in writing by Croydon Council in the event that targets are not achieved; and
 - (iv) A plan for future actions.
- 6.2.4 Furthermore, the following items will be monitored by the TPC annually:
- (i) the demand for electric vehicle charging
 - (ii) usage of the cycle parking; and
 - (iii) comments made by staff relating to transport and the Travel Plan.
- 6.2.5 To support this process, surveys will be undertaken in Years 1 (baseline), 3 and 5 to establish the travel patterns of staff. These will be iTRACE compliant as detailed here: <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans/monitoring-travel-plans>. iTRACE provides a centralised software suite designed to monitor and report on the performance of Travel Plans, offering quicker, easier Travel Planning, Assessment, Auditing and Forecasting and allowing Local Authorities to share Travel Plan data.
- 6.2.6 To maintain the emphasis of the Travel Plan, the results of the monitoring and review process will be communicated by way of an on-site Travel Plan noticeboard.



6.3 Approval

6.3.1 This Travel Plan is hereby approved for implementation at the following site:

28 Dingwall Road, Croydon, CR0 2NH

Signed: (Rachel Rombough - RGP)

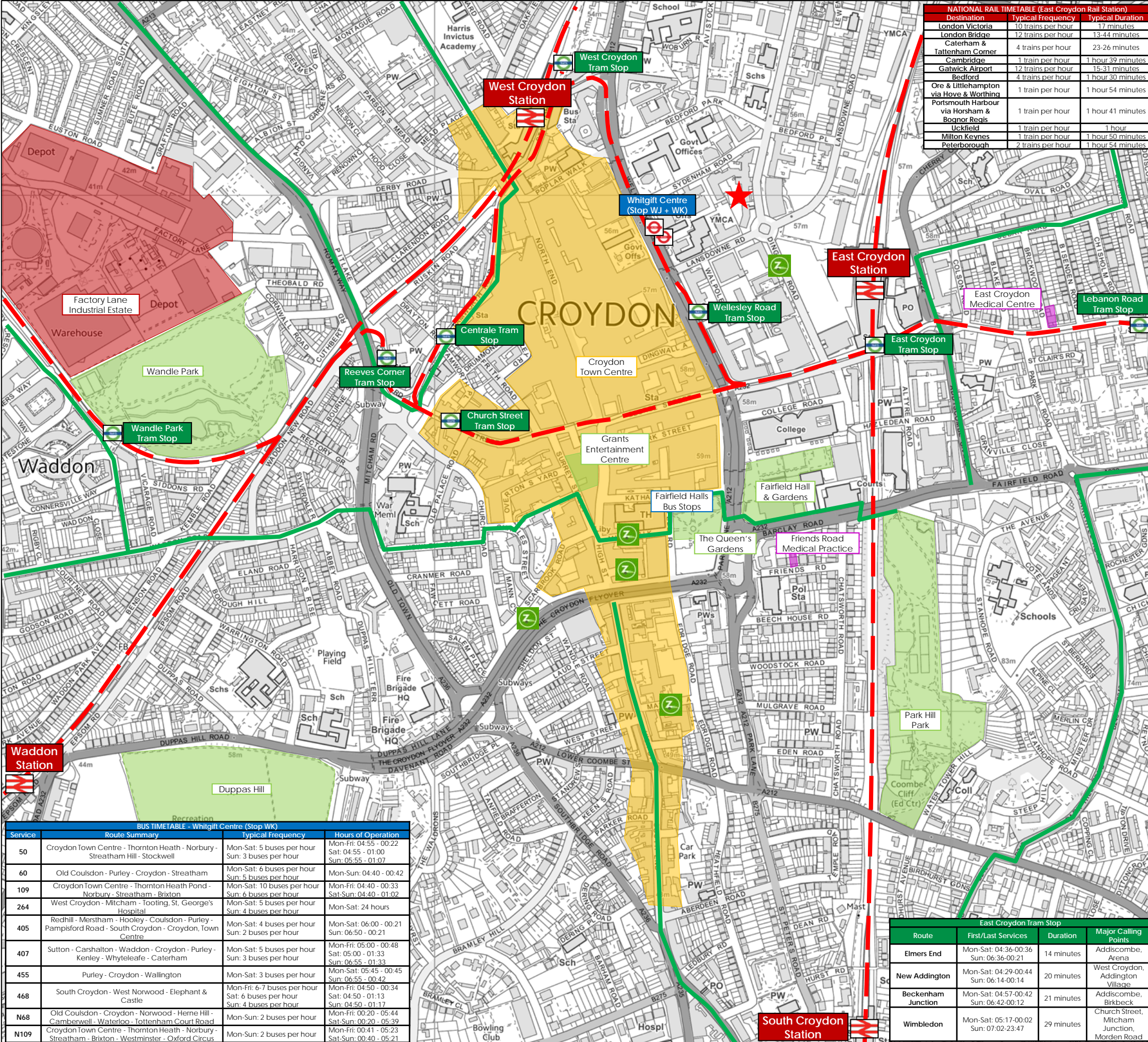
Date: 13/11/2020

Signed: (TPC)

Date:



PLANS



NATIONAL RAIL TIMETABLE (East Croydon Rail Station)		
Destination	Typical Frequency	Typical Duration
London Victoria	10 trains per hour	17 minutes
London Bridge	12 trains per hour	13-44 minutes
Caterham & Tattenham Corner	4 trains per hour	23-26 minutes
Cambridge	1 train per hour	1 hour 39 minutes
Gatwick Airport	12 trains per hour	15-31 minutes
Bedford	4 trains per hour	1 hour 30 minutes
Ore & Littlehampton via Hove & Worthing	1 train per hour	1 hour 54 minutes
Portsmouth Harbour & Bognor Regis	1 train per hour	1 hour 41 minutes
Uckfield	1 train per hour	1 hour
Milton Keynes	1 train per hour	1 hour 50 minutes
Peterborough	2 trains per hour	1 hour 54 minutes

LEGEND	
	SITE LOCATION
	RAIL STATION
	RAIL TRACKS
	BUS STOPS
	TRAM STOPS
	MARKED / SIGNED CYCLE ROUTES
	ZIPCAR CAR CLUBS
	RETAIL
	LEISURE
	HEALTH CARE
	INDUSTRIAL

BUS TIMETABLE - Whitgift Centre (Stop WK)			
Service	Route Summary	Typical Frequency	Hours of Operation
50	Croydon Town Centre - Thornton Heath - Norbury - Streatham Hill - Stockwell	Mon-Sat: 5 buses per hour Sun: 3 buses per hour	Mon-Fri: 04:55 - 00:22 Sat: 04:55 - 01:00 Sun: 05:55 - 01:07
60	Old Coulsdon - Purley - Croydon - Streatham	Mon-Sat: 6 buses per hour Sun: 5 buses per hour	Mon-Sun: 04:40 - 00:42
109	Croydon Town Centre - Thornton Heath Pond - Norbury - Streatham - Brixton	Mon-Sat: 10 buses per hour Sun: 6 buses per hour	Mon-Fri: 04:40 - 00:33 Sat-Sun: 04:40 - 01:02
264	West Croydon - Mitcham - Tooting, St. George's Hospital	Mon-Sat: 5 buses per hour Sun: 4 buses per hour	Mon-Sat: 24 hours
405	Redhill - Merstham - Hooley - Coulsdon - Purley - Pampisford Road - South Croydon - Croydon, Town Centre	Mon-Sat: 4 buses per hour Sun: 2 buses per hour	Mon-Sat: 06:00 - 00:21 Sun: 06:50 - 00:21
407	Sutton - Carshalton - Waddon - Croydon - Purley - Kenley - Whyteleafe - Caterham	Mon-Sat: 5 buses per hour Sun: 3 buses per hour	Mon-Fri: 05:00 - 00:48 Sat: 05:00 - 01:33 Sun: 06:55 - 01:33
455	Purley - Croydon - Wallington	Mon-Sat: 3 buses per hour	Mon-Sat: 05:45 - 00:45 Sun: 06:55 - 00:42
468	South Croydon - West Norwood - Elephant & Castle	Mon-Fri: 6-7 buses per hour Sat: 6 buses per hour Sun: 4 buses per hour	Mon-Fri: 04:50 - 00:34 Sat: 04:50 - 01:13 Sun: 04:50 - 01:17
N68	Old Coulsdon - Croydon - Norwood - Herne Hill - Camberwell - Waterloo - Tottenham Court Road	Mon-Sun: 2 buses per hour	Mon-Fri: 00:20 - 05:44 Sat-Sun: 00:20 - 05:39
N109	Croydon Town Centre - Thornton Heath - Norbury - Streatham - Brixton - Westminster - Oxford Circus	Mon-Sun: 2 buses per hour	Mon-Fri: 00:41 - 05:23 Sat-Sun: 00:40 - 05:21

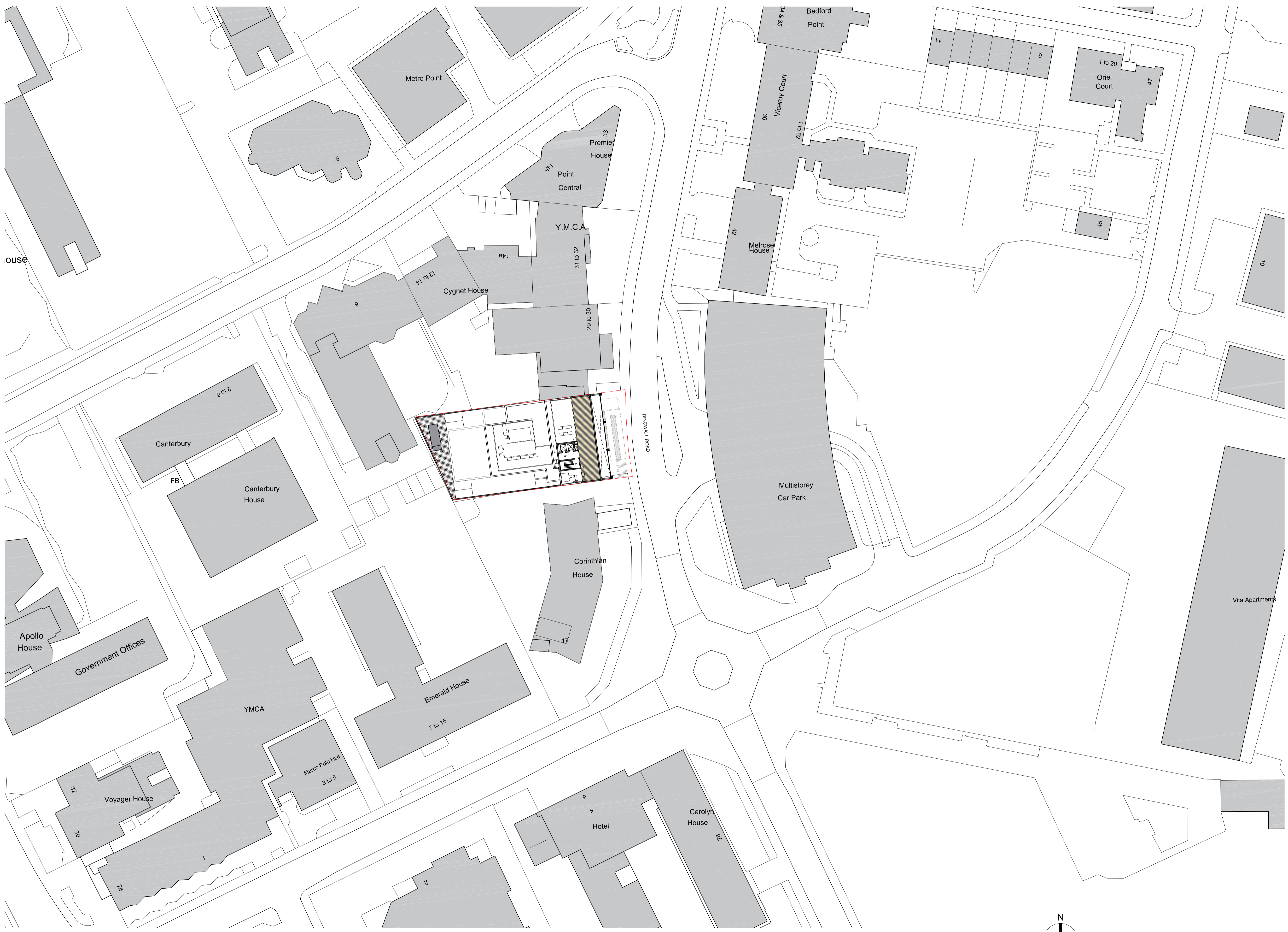
East Croydon Tram Stop			
Route	First/Last Services	Duration	Major Calling Points
Elmers End	Mon-Sat: 04:36-00:36 Sun: 06:36-00:21	14 minutes	Addiscombe, Arena
New Addington	Mon-Sat: 04:29-00:44 Sun: 06:14-00:14	20 minutes	West Croydon, Addington Village
Beckenham Junction	Mon-Sat: 04:57-00:42 Sun: 06:42-00:12	21 minutes	Addiscombe, Birbeck
Wimbledon	Mon-Sat: 05:17-00:02 Sun: 07:02-23:47	29 minutes	Church Street, Mitcham Junction, Morden Road

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www.rgp.co.uk

Client:	Potter Raper Ltd		
Project:	28 Dingwall Road, Croydon		
Title:	Site Location & Accessibility Plan		
Plan No:	Job No:	Date:	
Plan 01	20/5640	November 2020	
Drawn By:	Checked By:	Rev:	
GSE	RLR		A3

APPENDIX A



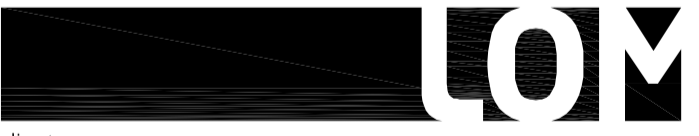
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REVISIONS

REV	DATE	DESCRIPTION	CHECKED
-	02.07.2018	INITIAL ISSUE	RS GC
A	18.07.2018	DRAFT PLANNING ISSUE	RS GC
B	15.08.2018	PLANNING ISSUE	RS GC
C	16.10.2020	UPDATED PLANNING ISSUE	BG GC

PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

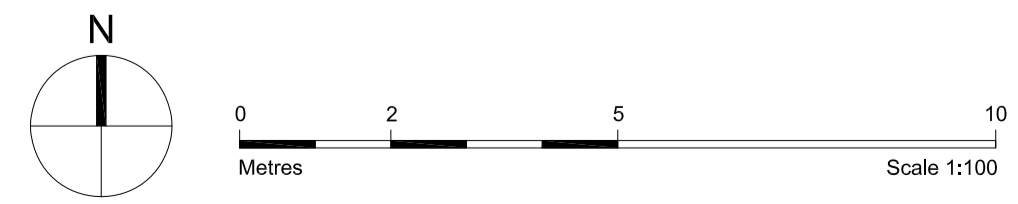
drawing title
PROPOSED SITE PLAN

sheet size scale
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status
PLANNING

drawing no. revision
1693-A-1000-C C

LOM architecture and design
The Glass House 5 Sclater Street London E1 6JY UK
Phone +44(0)20 8444 2999 Email mail@lom-fdp.com
Web www.lom-architecture.com

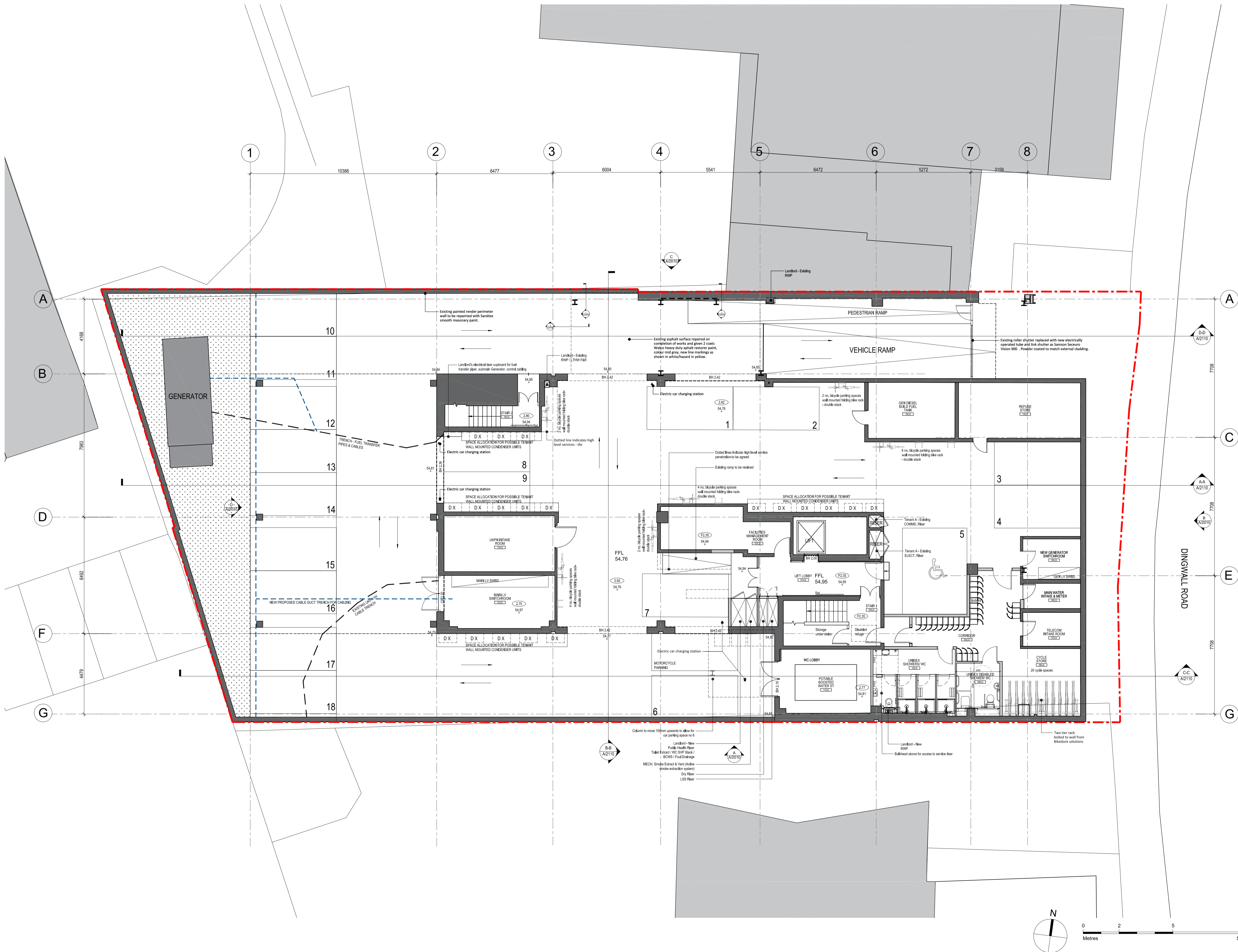


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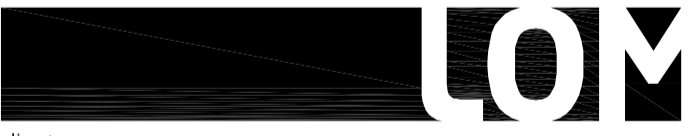
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REV	DATE	DESCRIPTION	CHECKED	DRAWN
-	02.07.2018	INITIAL ISSUE	RS	GC
A	09.07.2018	DRAFT PLANNING ISSUE	RS	GC
B	15.08.2018	PLANNING ISSUE	RS	GC
C	15.07.2019	MINOR AMENDMENTS AS PER REV CLOUDS	PT	GC
D	16.10.2020	UPDATED PLANNING ISSUE	BG	GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
PROPOSED LOWER GROUND LEVEL GA PLAN

sheet size scale
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status
PLANNING

drawing no. revision
1693-A-1010-C D

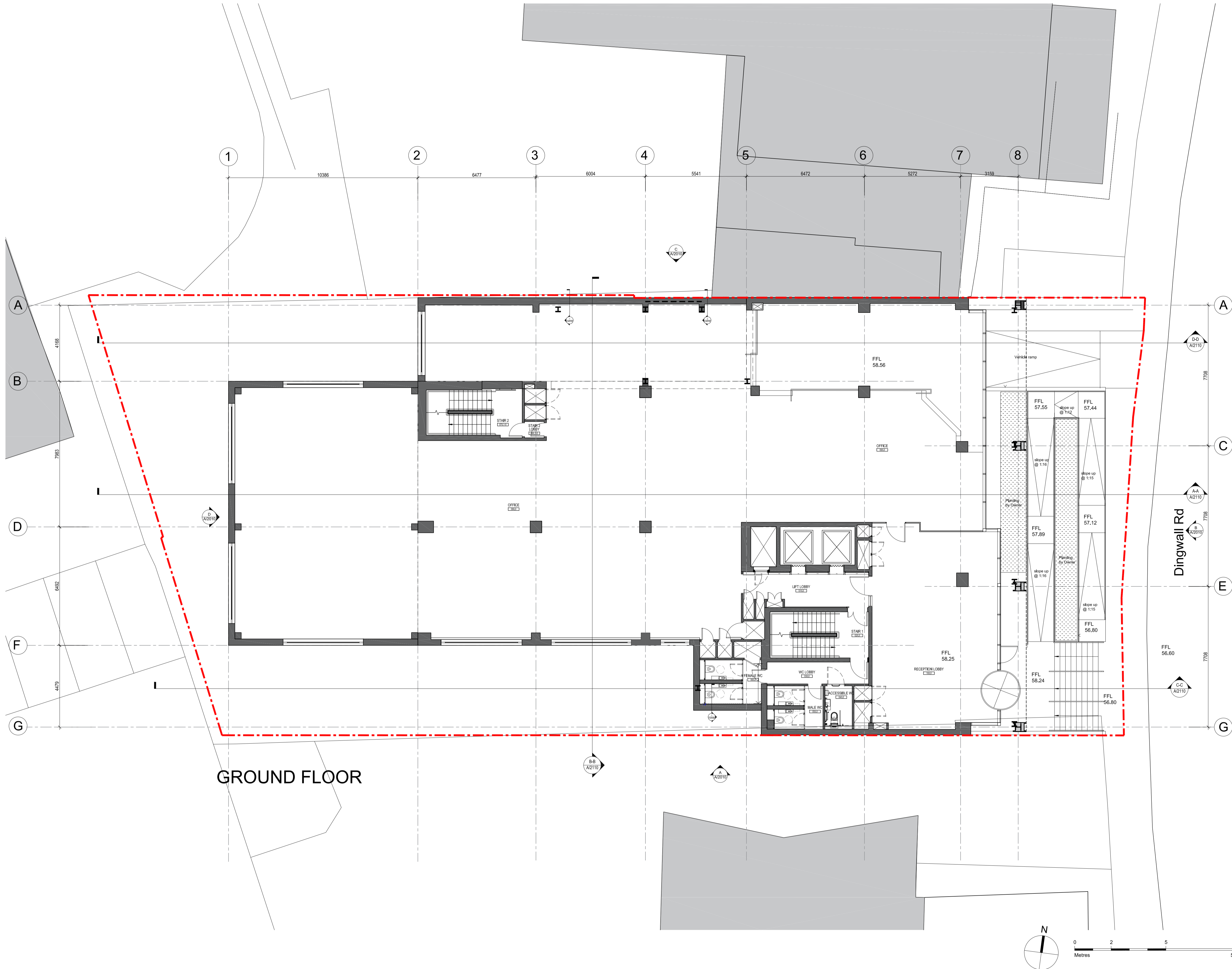
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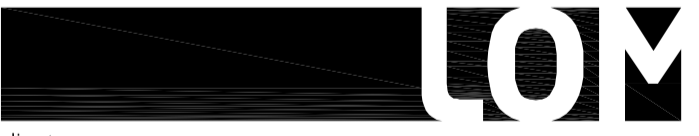
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B	15.08.2018	PLANNING ISSUE	RS GC
C	16.10.2020	UPDATED PLANNING ISSUE	BG GC



GROUND FLOOR

PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
**PROPOSED
GROUND FLOOR GA PLAN**

sheet size scale
A1 1:100 @ A1

status
PLANNING

drawing no. revision
1693-A-1100-C C

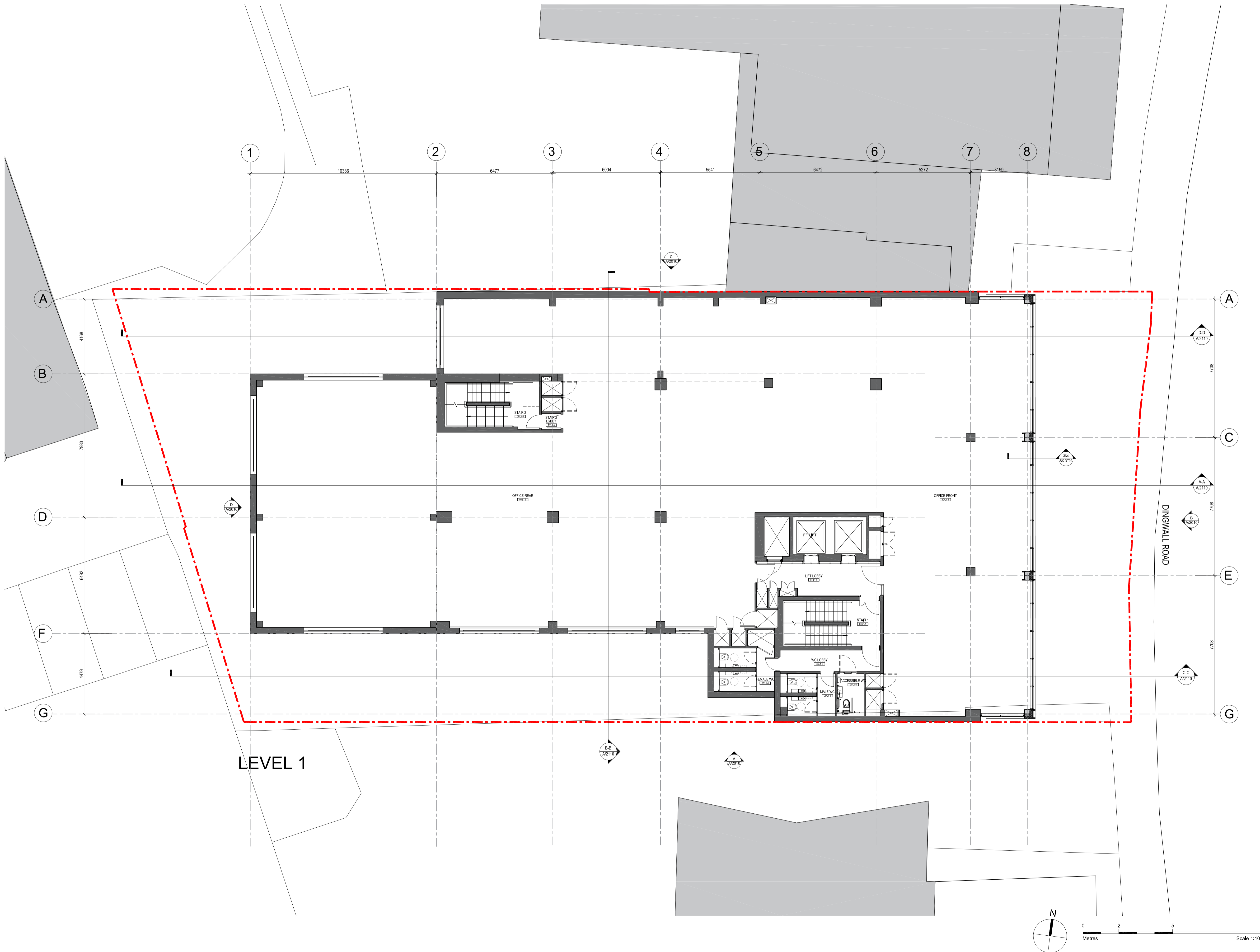
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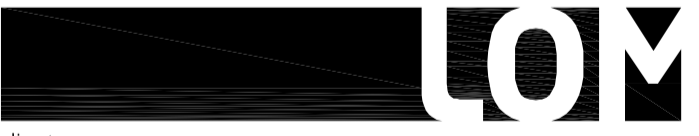
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B	15.08.2018	PLANNING ISSUE	RS GC
C	16.10.2020	UPDATED PLANNING ISSUE	BG GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
**PROPOSED
LEVEL 01 GA PLAN**

sheet size scale
A1 1:100 @ A1

status
PLANNING

drawing no. revision
1693-A-1110-C C

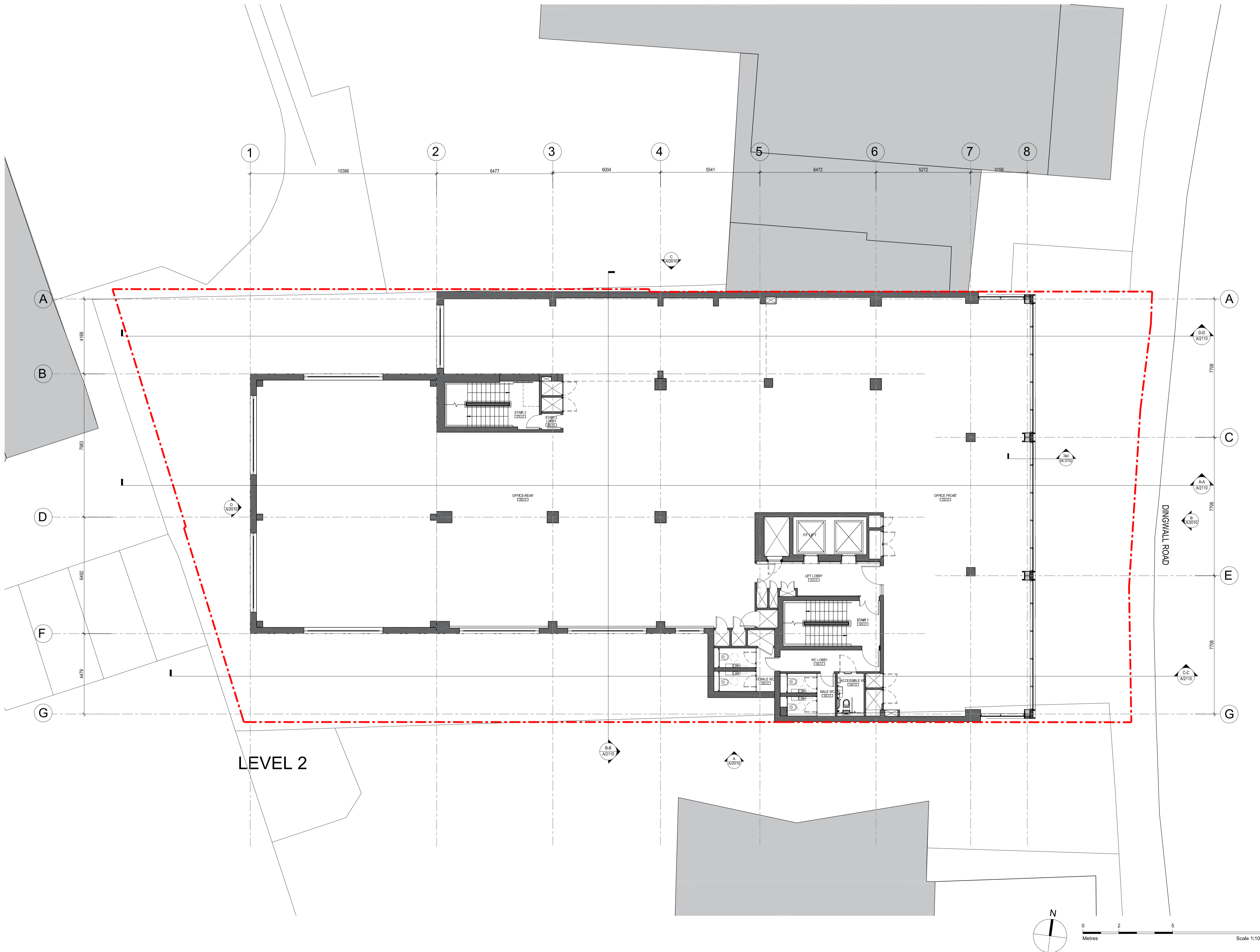
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Web www.lom-architecture.com

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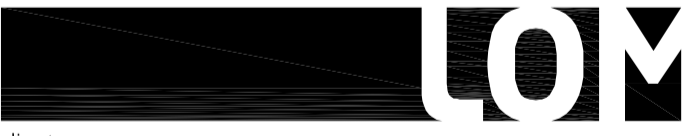
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REV	DATE	DESCRIPTION	CHECKED DRAWN
-	16.10.2020	INITIAL ISSUE - UPDATED PLANNING ISSUE	BG GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
PROPOSED LEVEL 02 GA PLAN

sheet size scale
A1 1:100 @ A1

status
PLANNING

drawing no. revision
1693-A-1120-C -

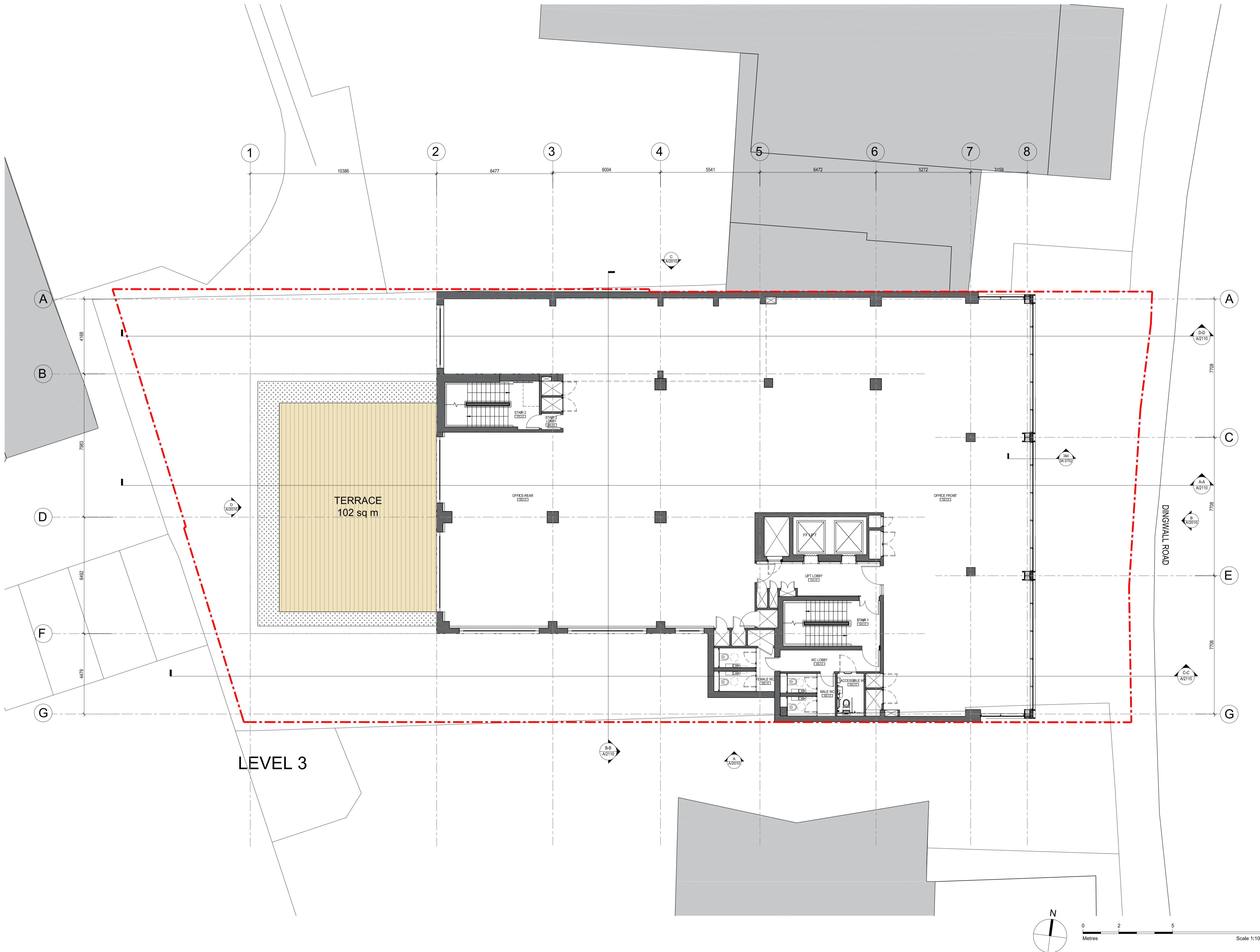
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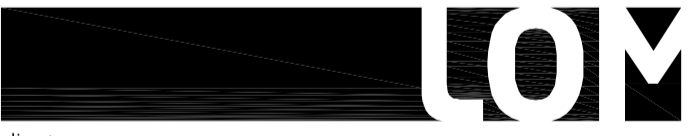
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-	16.10.2020	INITIAL ISSUE - UPDATED PLANNING ISSUE	BG	GC



PLANNING



client
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project
28 DINGWALL RD

drawing title
PROPOSED LEVEL 03 GA PLAN

sheet size scale
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status
PLANNING

drawing no. revision
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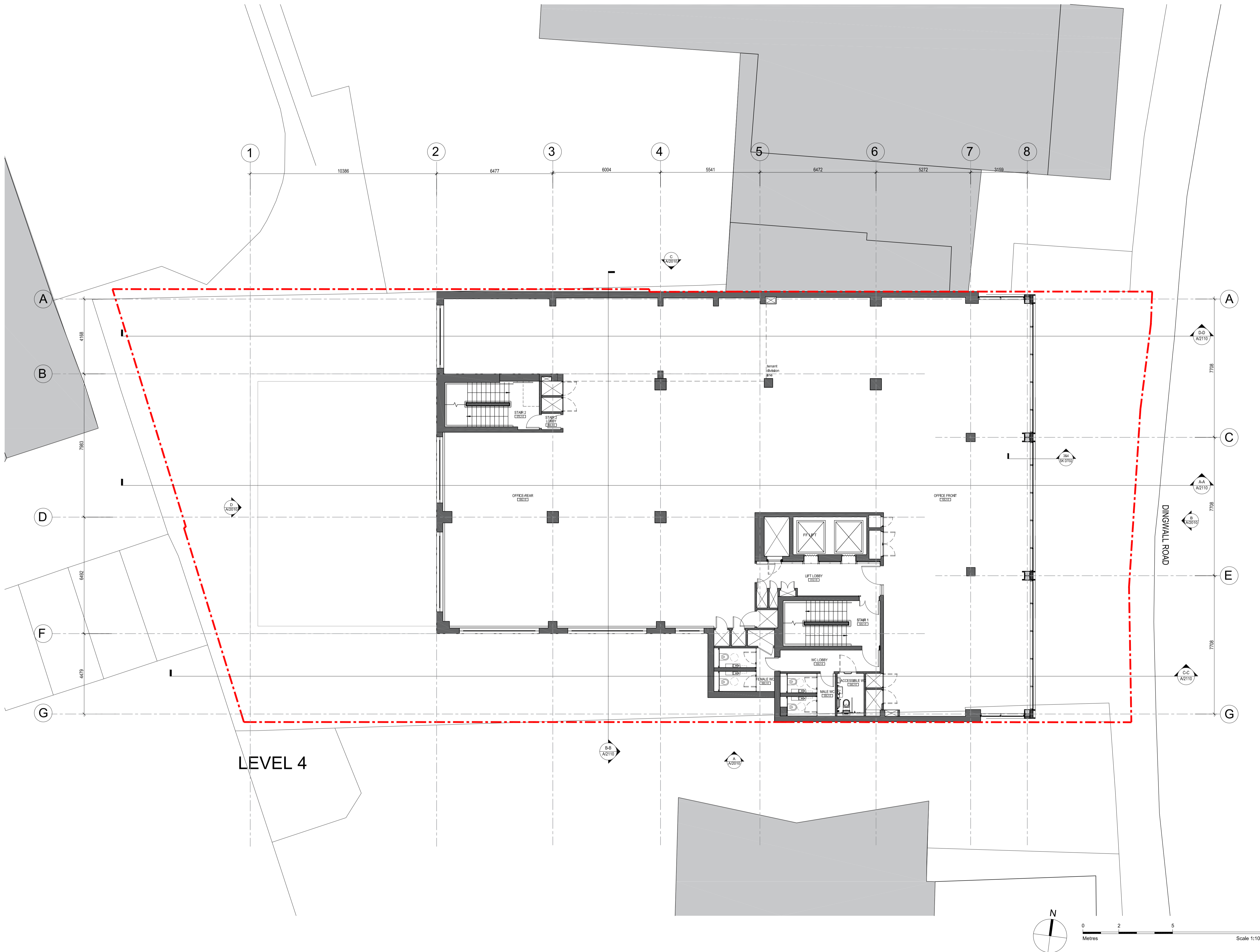
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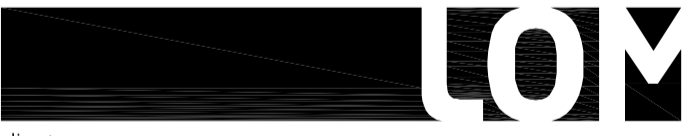
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-	16.10.2020	INITIAL ISSUE - UPDATED PLANNING ISSUE	BG	GC



PLANNING



client
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project
28 DINGWALL RD

drawing title
PROPOSED LEVEL 04 GA PLAN

sheet size scale
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PLANNING

drawing no. revision
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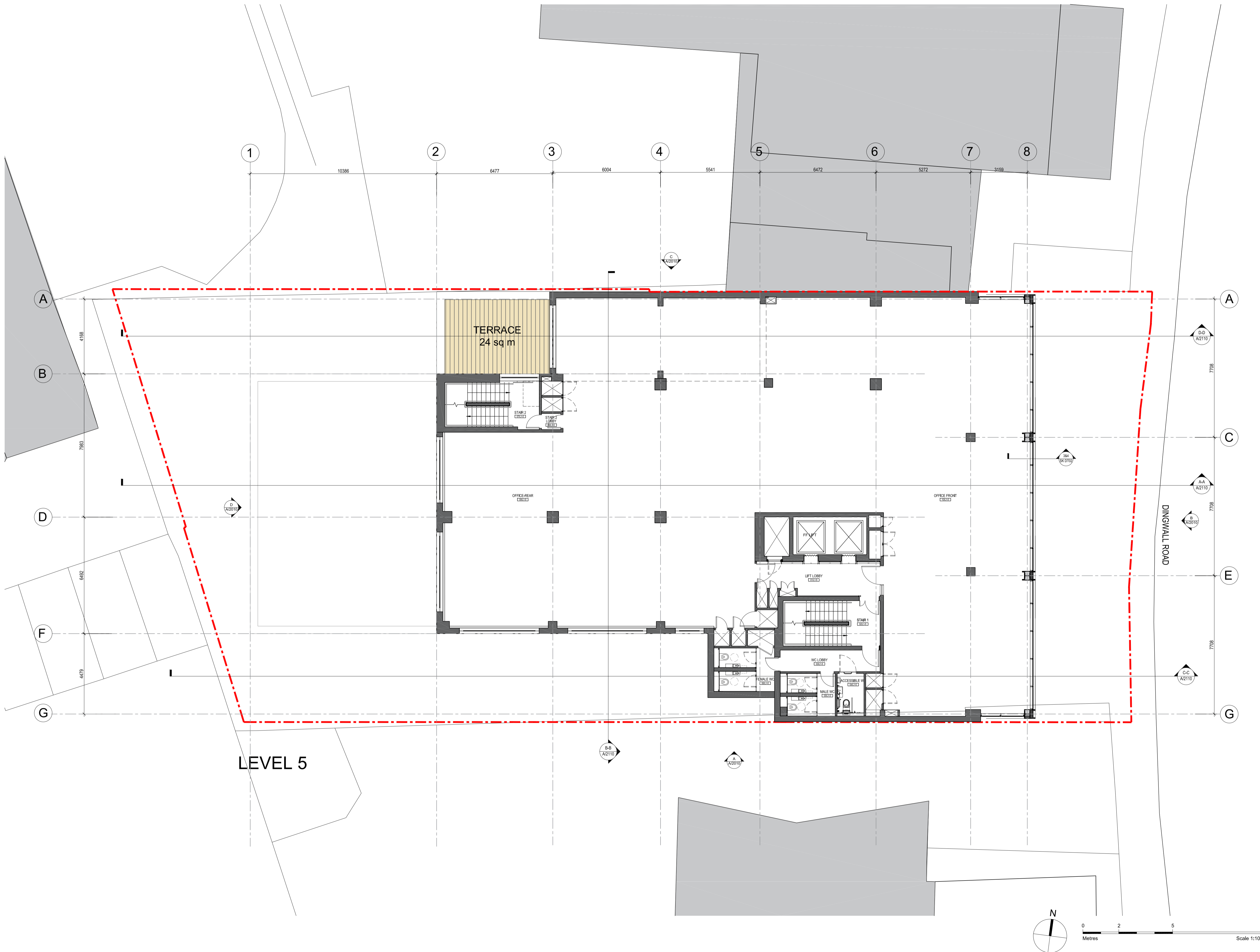
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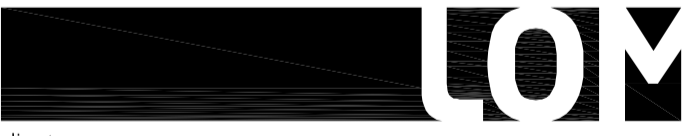
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-	16.10.2020	INITIAL ISSUE - UPDATED PLANNING ISSUE	BG GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
**PROPOSED
LEVEL 05 GA PLAN**

sheet size scale
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status
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drawing no. revision
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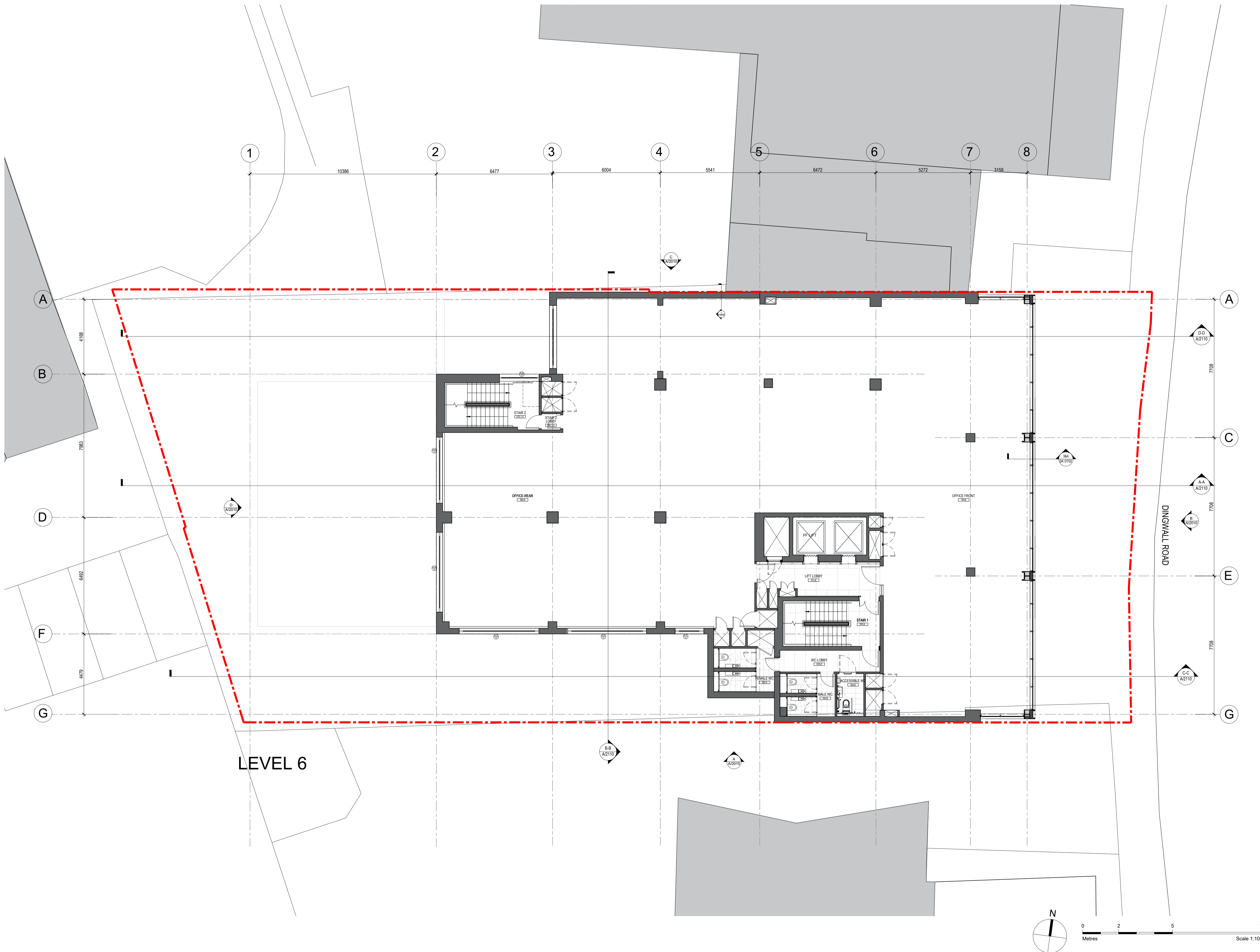
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B	15.08.2018	PLANNING ISSUE	RS GC
C	16.10.2020	UPDATED PLANNING ISSUE	BG GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
**PROPOSED
LEVEL 06 GA PLAN**

sheet size scale
A1 1:100 @ A1

status
PLANNING

drawing no. revision
1693-A-1160-C C

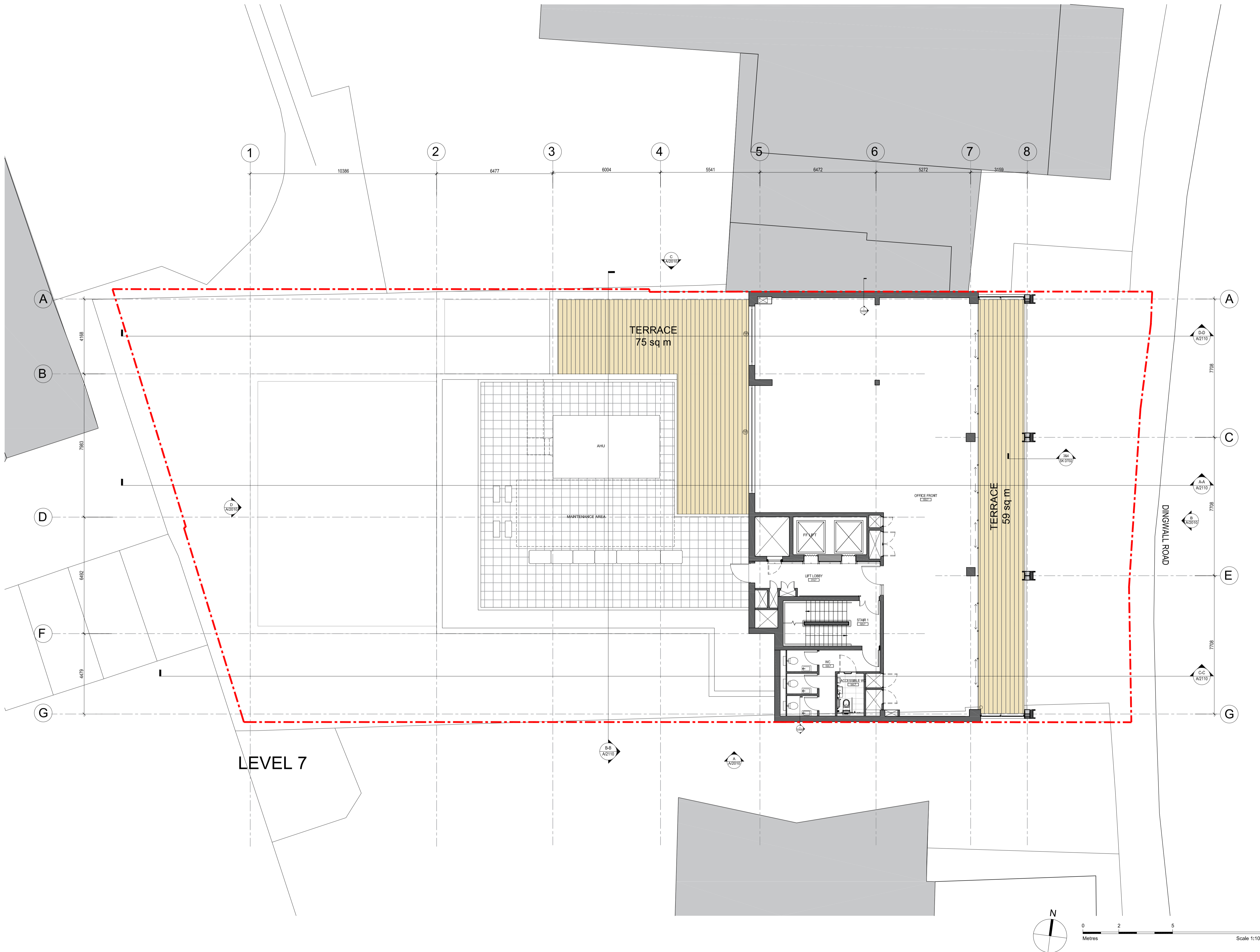
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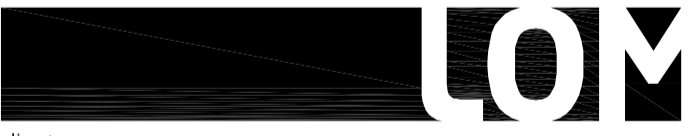
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B	15.08.2018	PLANNING ISSUE	RS	GC
C	16.10.2020	UPDATED PLANNING ISSUE	BG	GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
PROPOSED LEVEL 07 GA PLAN

sheet size scale
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status
PLANNING

drawing no. revision
1693-A-1170-C C

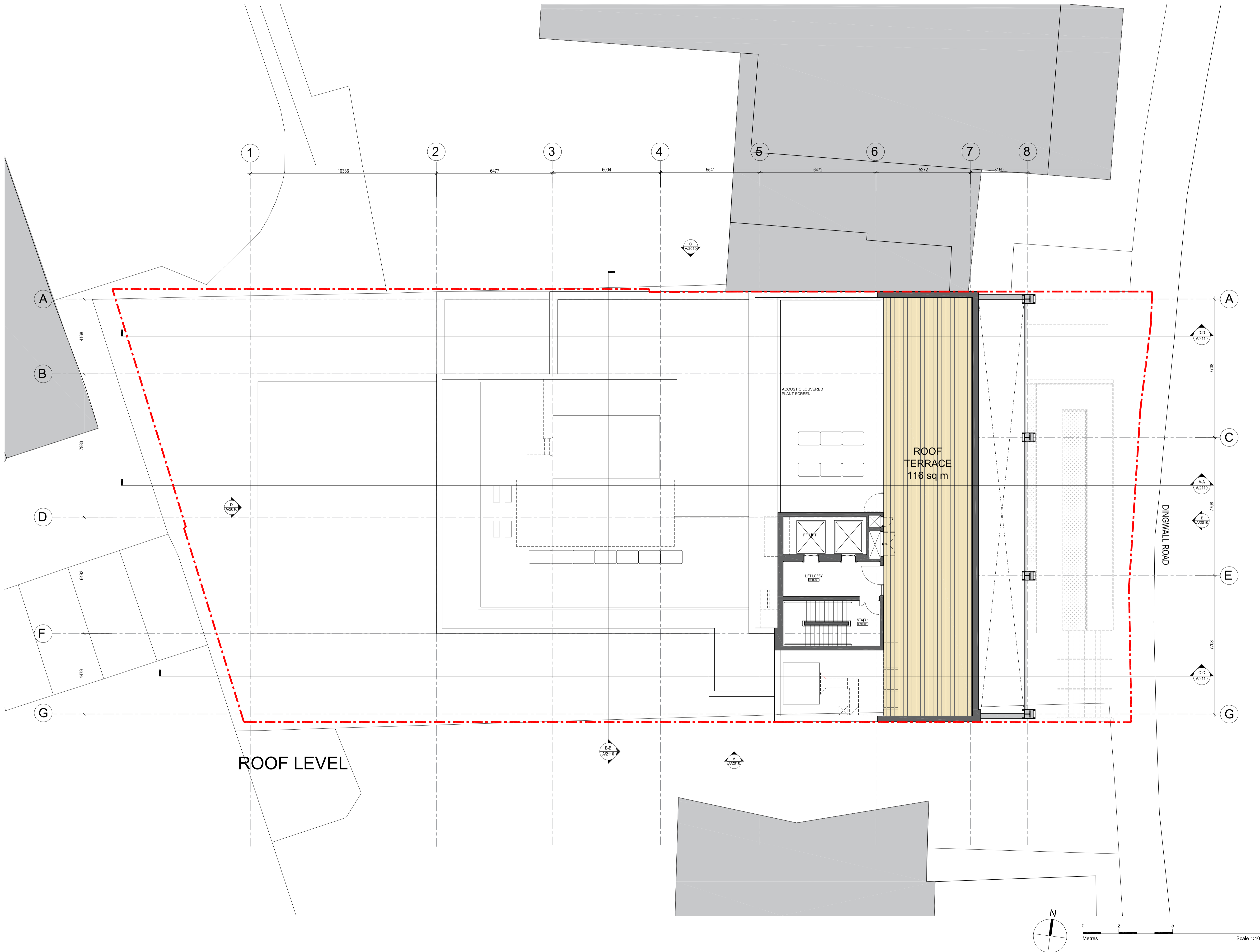
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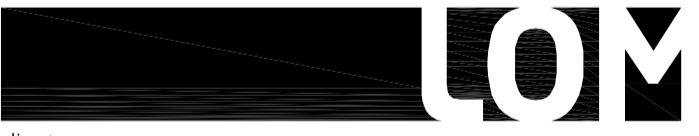
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C	16.10.2020	UPDATED PLANNING ISSUE	BG	GC



PLANNING



client
MAYFAIR CAPITAL

project
28 DINGWALL RD

drawing title
PROPOSED ROOF GA PLAN

sheet size scale
A1 1:100 @ A1

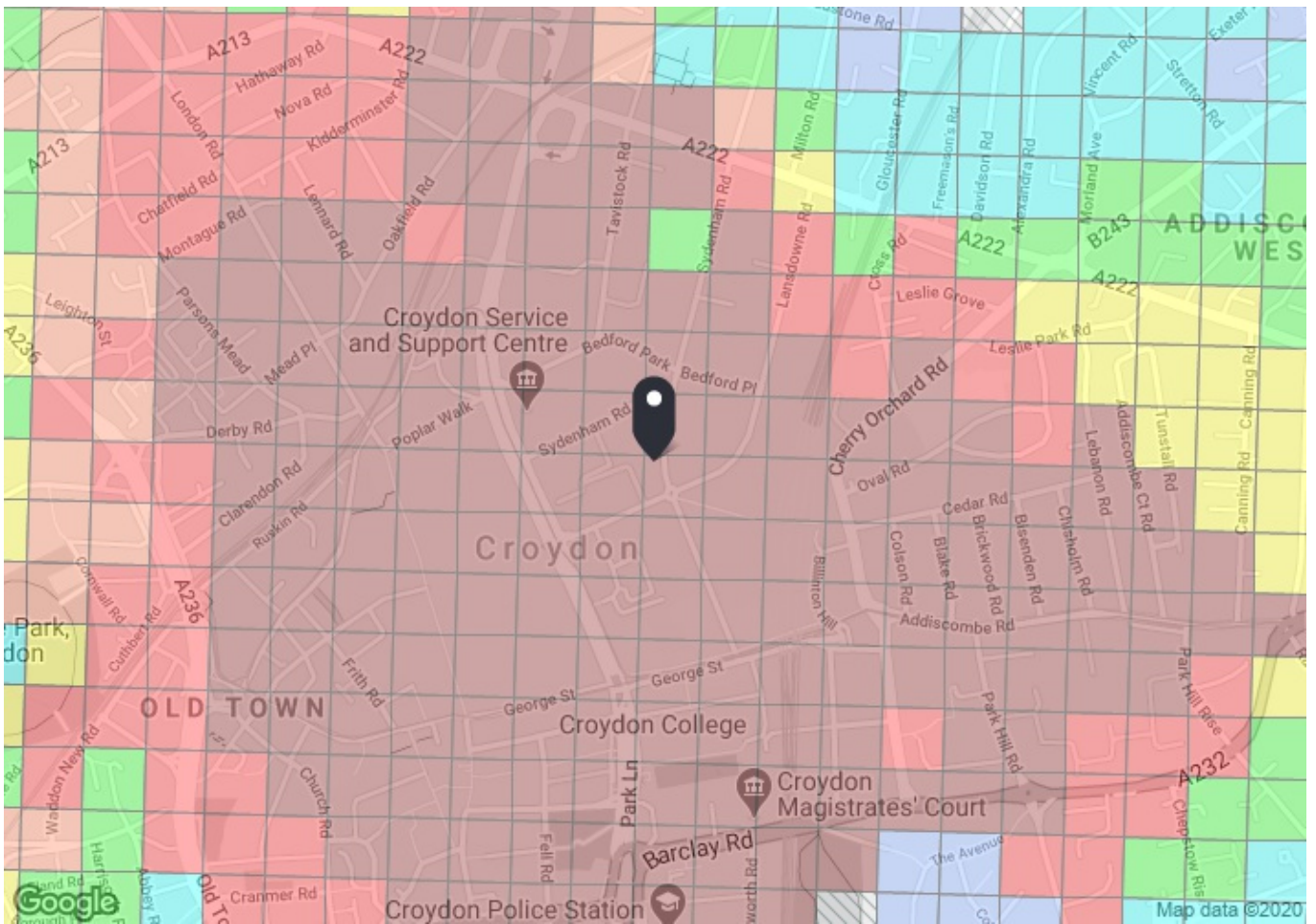
status
PLANNING

drawing no. revision
1693-A-1180-C C

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Phone +44(0)20 8444 2999 Email mail@lom-fdp.com
Web www.lom-architecture.com



APPENDIX B



PTAL output for Base Year 6b

CR0 2NH
Dingwall Rd, Croydon CR0 2NH, UK
Easting: 532616, Northing: 165978

Grid Cell: 18315

Report generated: 06/11/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	EAST CROYDON STATION	T2	464.69	6	5.81	7	12.81	2.34	0.5	1.17
Bus	EAST CROYDON STATION	T1	464.69	4	5.81	9.5	15.31	1.96	0.5	0.98
Bus	EAST CROYDON STATION	T4	464.69	4	5.81	9.5	15.31	1.96	0.5	0.98
Bus	EAST CROYDON STATION	466	464.69	6	5.81	7	12.81	2.34	0.5	1.17
Bus	EAST CROYDON STATION	312	464.69	5	5.81	8	13.81	2.17	0.5	1.09
Bus	EAST CROYDON STATION	197	464.69	5	5.81	8	13.81	2.17	0.5	1.09
Bus	EAST CROYDON STATION	119	464.69	6	5.81	7	12.81	2.34	0.5	1.17
Bus	WELLESLEY RD LANSDOWNE R	X26	234.54	2	2.93	17	19.93	1.51	0.5	0.75
Bus	WELLESLEY RD LANSDOWNE R	166	234.54	3	2.93	12	14.93	2.01	0.5	1
Bus	WELLESLEY RD LANSDOWNE R	194	234.54	5	2.93	8	10.93	2.74	0.5	1.37
Bus	WELLESLEY RD LANSDOWNE R	403	234.54	5	2.93	8	10.93	2.74	0.5	1.37
Bus	WELLESLEY RD LANSDOWNE R	T33	234.54	7.5	2.93	6	8.93	3.36	0.5	1.68
Bus	WELLESLEY RD LANSDOWNE R	75	234.54	4.5	2.93	8.67	11.6	2.59	0.5	1.29
Bus	WELLESLEY RD LANSDOWNE R	264	234.54	6	2.93	7	9.93	3.02	0.5	1.51
Bus	WELLESLEY RD LANSDOWNE R	410	234.54	6.67	2.93	6.5	9.43	3.18	0.5	1.59
Bus	WELLESLEY RD LANSDOWNE R	50	234.54	5	2.93	8	10.93	2.74	0.5	1.37
Bus	WELLESLEY RD LANSDOWNE R	367	234.54	3	2.93	12	14.93	2.01	0.5	1
Bus	WELLESLEY RD LANSDOWNE R	407	234.54	4	2.93	9.5	12.43	2.41	0.5	1.21
Bus	WELLESLEY RD LANSDOWNE R	412	234.54	4	2.93	9.5	12.43	2.41	0.5	1.21
Bus	WELLESLEY RD LANSDOWNE R	154	234.54	5	2.93	8	10.93	2.74	0.5	1.37
Bus	WELLESLEY RD LANSDOWNE R	60	234.54	5	2.93	8	10.93	2.74	0.5	1.37
Bus	WELLESLEY RD LANSDOWNE R	64	234.54	7.5	2.93	6	8.93	3.36	0.5	1.68
Bus	WELLESLEY RD LANSDOWNE R	198	234.54	6	2.93	7	9.93	3.02	0.5	1.51
Bus	WELLESLEY RD LANSDOWNE R	250	234.54	9	2.93	5.33	8.27	3.63	0.5	1.81
Bus	WELLESLEY RD LANSDOWNE R	405	234.54	4	2.93	9.5	12.43	2.41	0.5	1.21
Bus	WELLESLEY RD LANSDOWNE R	455	234.54	3	2.93	12	14.93	2.01	0.5	1
Bus	WELLESLEY RD LANSDOWNE R	468	234.54	10	2.93	5	7.93	3.78	0.5	1.89
Bus	WELLESLEY RD LANSDOWNE R	109	234.54	10	2.93	5	7.93	3.78	1	3.78
Bus	POPLAR WALK/WELLESLEY RD	157	503.32	5	6.29	8	14.29	2.1	0.5	1.05
Bus	POPLAR WALK/WELLESLEY RD	289	503.32	4	6.29	9.5	15.79	1.9	0.5	0.95
Bus	POPLAR WALK/WELLESLEY RD	X68	503.32	4	6.29	9.5	15.79	1.9	0.5	0.95
Bus	WELLESLEY RD STATION RD	450	632.2	6	7.9	7	14.9	2.01	0.5	1.01
Rail	East Croydon	'LNDNBDC-BRGHTN 1B05'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-BRGHTN 1B07'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-LNDNBDC 1B08'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-LNDNBDC 1B12'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BOGNORR-LNDNBDC 1C90'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'UCKFILD-LNDNBDC 1E08'	422.05	1.33	5.28	23.31	28.58	1.05	0.5	0.52
Rail	East Croydon	'LNDNBDC-UCKFILD 1E09'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'UCKFILD-LNDNBDC 1E10'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-UCKFILD 1E17'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'EBOURNE-LNDNBDC 1F80'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'EBOURNE-LNDNBDC 1F82'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TATNHMC-LNDNBDC 1G98'	422.05	1.67	5.28	18.71	23.99	1.25	0.5	0.63
Rail	East Croydon	'LNDNBDC-SCROYDN 1G13'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-ECROYDN 1G15'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'LNDNBDC-ECROYDN 1G23'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'TATNHMC-LNDNBDC 1G44'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LTLHMPT-LNDNBDC 1H80'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LTLHMPT-LNDNBDC 1H82'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-TATNHMC 1P11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-TATNHMC 1P13'	422.05	1	5.28	30.75	36.03	0.83	0.5	0.42
Rail	East Croydon	'LNDNBDC-REIGATE 1R03'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'REIGATE-LNDNBDC 2B16'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'REIGATE-LNDNBDC 1B18'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TONBDG-LNDNBDC 2B22'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TONBDG-LNDNBDC 2B26'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-TONBDG 2B29'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	East Croydon	'LNDNBDC-TONBDG 2B31'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-TONBDG 2B33'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'REIGATE-LDNBDC 2B34'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-HORSHAM 2C51'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LNDNBDC-HORSHAM 2C53'	422.05	1	5.28	30.75	36.03	0.83	0.5	0.42
Rail	East Croydon	'HORSHAM-LDNBDC 2C78'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'HORSHAM-LDNBDC 2C92'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'CATERHM-LDNBDC 2G34'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'EGRNSTD-LDNBDC 2L74'	422.05	1.67	5.28	18.71	23.99	1.25	0.5	0.63
Rail	East Croydon	'LNDNBDC-EGRNSTD 2L75'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'LNDNBDC-CATERHM 2Y07'	422.05	1.67	5.28	18.71	23.99	1.25	0.5	0.63
Rail	East Croydon	'LNDNBDC-CATERHM 2Y11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'ECROYDN-SHPDSB 2M13'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'ECROYDN-MKNSCEN 2M17'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'SCROYDN-SHPDSB 2M23'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'MKNSCEN-SCROYDN 2O23'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'MKNSCEN-ECROYDN 2O97'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BEDFDM-BRGHTN 1T11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BEDFDM-BRGHTN 1T15'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'BRGHTN-BEDFDM 1T83'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 1W06'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 1W81'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BEDFDM-BRGHTN 1W84'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BEDFDM-BRGHTN 1W86'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 2T02'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 2T04'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BEDFDM-BRGHTN 2T15'	422.05	1	5.28	30.75	36.03	0.83	0.5	0.42
Rail	East Croydon	'BEDFDM-BRGHTN 2T25'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-LUTON 2T99'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 2W08'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 2W12'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-BEDFDM 2W16'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-BRGHTN 1A60'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-BRGHTN 1A64'	422.05	1	5.28	30.75	36.03	0.83	0.5	0.42
Rail	East Croydon	'VICTRIC-BRGHTN 1A66'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'BRGHTN-VICTRIC 1A73'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-PHBR 1C00'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-PHBR 1C04'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BOGNORR-VICTRIC 1C05'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BOGNORR-VICTRIC 1C07'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BOGNORR-VICTRIC 1C11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'HAMANT-VICTRIC 1C51'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BRGHTN-VICTRIC 1C55'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'BOGNORR-VICTRIC 1C99'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'SEAFORD-VICTRIC 1F03'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-OREE 1F04'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'HASTING-VICTRIC 1F07'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-OREE 1F08'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'HASTING-VICTRIC 1F09'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'SEAFORD-VICTRIC 1F11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-OREE 1F12'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-LTLHMPT 1H02'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'LTLHMPT-VICTRIC 1H07'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LTLHMPT-VICTRIC 1H09'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'LTLHMPT-VICTRIC 1H11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-LTLHMPT 1H72'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-SOTON 1J54'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'VICTRIC-SOTON 1J82'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	East Croydon	'CATERHM-VICTRIC 1P49'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TATNHMC-VICTRIC 1P51'	422.05	1.33	5.28	23.31	28.58	1.05	0.5	0.52
Rail	East Croydon	'VICTRIC-REIGATE 1R00'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-CATERHM 1Y09'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'THBDGS-VICTRIC 2A17'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-BRGHTN 2A20'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'HORSHAM-VICTRIC 2C03'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'HORSHAM-VICTRIC 2C07'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-HORSHAM 2C10'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TONBDG-VICTRIC 2C11'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'TONBDG-VICTRIC 2C15'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'EGRNSTD-VICTRIC 2L03'	422.05	1.33	5.28	23.31	28.58	1.05	0.5	0.52
Rail	East Croydon	'VICTRIC-EGRNSTD 2L08'	422.05	0.67	5.28	45.53	50.8	0.59	0.5	0.3
Rail	East Croydon	'EGRNSTD-VICTRIC 2L09'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-EGRNSTD 2L10'	422.05	1.33	5.28	23.31	28.58	1.05	0.5	0.52
Rail	East Croydon	'SDSD-VICTRIC 2P13'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'ECROYDN-VICTRIC 2P15'	422.05	1	5.28	30.75	36.03	0.83	0.5	0.42
Rail	East Croydon	'COLSTWN-VICTRIC 2P17'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'CATERHM-VICTRIC 2P23'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-TATNHMC 2P33'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-CATERHM 2Y77'	422.05	0.33	5.28	91.66	96.93	0.31	0.5	0.15
Rail	East Croydon	'VICTRIC-CATERHM 2Y79'	422.05	1.33	5.28	23.31	28.58	1.05	0.5	0.52
Rail	West Croydon	'WCROYDN-LNDNBDC 2J04'	786	2	9.83	15.75	25.58	1.17	0.5	0.59
Rail	West Croydon	'LNDNBDC-WCROYDN 2J09'	786	0.67	9.83	45.53	55.35	0.54	0.5	0.27
Rail	West Croydon	'LNDNBDC-WCROYDN 2J13'	786	1.33	9.83	23.31	33.13	0.91	0.5	0.45
Rail	West Croydon	'SUTTON-LNDNBDC 2J06'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'EPSM-LNDNBDC 2J70'	786	1	9.83	30.75	40.58	0.74	0.5	0.37
Rail	West Croydon	'GUILDFD-LNDNBDC 2J98'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'HIGHBYA-WCROYDN 9C08'	786	4	9.83	8.25	18.08	1.66	1	1.66
Rail	West Croydon	'WCROYDN-HIGHBYA9D04'	786	4	9.83	8.25	18.08	1.66	0.5	0.83
Rail	West Croydon	'SUTTON-VICTRIC 2R05'	786	0.67	9.83	45.53	55.35	0.54	0.5	0.27
Rail	West Croydon	'VICTRIC-EPSDNS 2R06'	786	1.33	9.83	23.31	33.13	0.91	0.5	0.45
Rail	West Croydon	'EPSDNS-VICTRIC 2R11'	786	1.67	9.83	18.71	28.54	1.05	0.5	0.53
Rail	West Croydon	'SUTTON-VICTRIC 2R17'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-SUTTON 2R20'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-EPSM 2R24'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-SUTTON 2R26'	786	0.67	9.83	45.53	55.35	0.54	0.5	0.27
Rail	West Croydon	'VICTRIC-EPSDNS 2R28'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-EPSM 2R32'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'WCROYDN-VICTRIC 2S07'	786	1.33	9.83	23.31	33.13	0.91	0.5	0.45
Rail	West Croydon	'SUTTON-VICTRIC 2S15'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-EPSM 2S56'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-DORKING 2S58'	786	0.33	9.83	91.66	101.48	0.3	0.5	0.15
Rail	West Croydon	'VICTRIC-SUTTON 2S60'	786	1.33	9.83	23.31	33.13	0.91	0.5	0.45
Tram	Wellesley Road	'Elmers End-Elmers En'	323.26	4	4.04	8.25	12.29	2.44	0.5	1.22
Tram	Wellesley Road	'BeckJn-BeckJn via WC'	323.26	6	4.04	5.75	9.79	3.06	0.5	1.53
Tram	Wellesley Road	'Wimbledon-New Addington'	323.26	8	4.04	4.5	8.54	3.51	1	3.51
Tram	Wellesley Road	'ElEn-Therapia'	323.26	4	4.04	8.25	12.29	2.44	0.5	1.22
										Total Grid Cell AI: 80.66

APPENDIX C

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population All usual residents aged 16 to 74 in employment in the area the week before the census
units Persons
date 2011

Method of travel to work	ualad09:Croydon	msoa2011:E02000220 : Croydon 027	%
All categories: Method of travel	120,398	16,751	
Work mainly at or from home	15,619	430	
Underground, metro, light rail or	6,843	1,670	10.2
Train	14,400	4,130	25.3
Bus, minibus or coach	17,857	3,293	20.2
Taxi	486	28	0.2
Motorcycle, scooter or moped	833	124	0.8
Driving a car or van	47,481	4,471	27.4
Passenger in a car or van	3,293	355	2.2
Bicycle	1,524	251	1.5
On foot	11,412	1,930	11.8
Other method of travel to work	650	69	0.4
		16,321	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX D

28 Dingwall Road, Croydon (Office)

OBJECTIVE	MEASURE	DETAILS	RESPONSIBILITY	ESTIMATED COST / BUDGET	IMPLEMENTATION TIMESCALES
Objective 1: Promote and actively encourage sustainable travel to and from the site (to include reducing the need to travel)	Travel Plan Coordinator (TPC)	TPC to be appointed prior to occupation / trained to ensure they are fully aware of their responsibilities.	Site Operator / Management Company	3-5 hours per month. Staffing budget	To be appointed upon Travel Plan approval.
	Local Recruitment Policy	Adoption of a local recruitment policy, where possible (i.e. within a 5 mile radius for the majority of staff), to facilitate non-car use, as far as possible.	Site Occupier(s)	Part of TPC role (up to 4 hours a year) £60 annually	On approval and then ongoing for all new staff for the 5 years of the plan.
	Flexible Working Policy	Introduce homeworking, teleworking and flexi-time to change the traffic generation profile of the site and reduce the number of journeys to and from the site.	Site Occupier(s)	No additional costs involved	On approval and then ongoing for the 5 years of the plan.
	Walking / Cycling Routes	Promote local walking and cycling routes (particularly where these provide a viable alternative to public transport) and provide maps. London Cycle Map is available here: https://tfl.gov.uk/forms/12419.aspx .	TPC	Part of TPC role (4 hours a year) £60 annually	On approval and then quarterly review for the 5 years of the plan.
	Bicycle Purchase Scheme	Implement a Ride2Work (cycle purchase) scheme which is promoted to existing / new staff.	Site Occupier(s) to agree / TPC to promote	Costs met by savings in tax and National Insurance Contributions. Part of TPC role to promote (3 hours a year) £45 annually	Promote the scheme as part of the staff induction / training process.
	Public Transport Information	Publicise public transport routes, timetables and fare information.	TPC	Part of TPC role (4 hours a year) £60 annually	On approval and then quarterly review for the 5 years of the plan.
	Interest Free Travel Loans	To be used towards the purchase of season tickets. Similar to the salary sacrifice scheme for bicycle purchase.	Site Occupier(s) to agree / TPC to promote	Costs included in normal payroll administration. Part of TPC role to promote (4 hours per year) £60 annually	Promote the scheme as part of the staff induction / training process.
	Car Sharing	The car share database (www.liftshare.com) will be promoted to all site users in addition to informal car-sharing.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Car Clubs	A number of vehicles are available in the vicinity of the site (nearest: Enterprise Cars in Ruskin Square) and can be hired on an adhoc basis. These can be promoted to reduce the need for private/company vehicles.	TPC	Part of TPC role (4 hours a year) £60 annually	Prior to occupation and then quarterly review for the 5 years of the plan.
	Travel Plan Intranet Site / Webpage	Include travel information as well as details of upcoming travel events (e.g. Walk to Work Day, Bike Week, Liftshare Week), relevant facilities and external links (e.g. journey planners / walkit.com). Details of personal benefits including cost savings, environmental and health benefits could also be promoted.	TPC to coordinate / provide information	Part of TPC role (10 hours a year) £150 annually	Upon approval and then quarterly review / promotion for the 5 years of the plan.
Staff Welcome Packs / Personalised Travel Plans	Travel information will be communicated via a welcome pack. Personalised Travel Plans will also be offered to staff.	TPC	Estimated printing costs of £1 per pack, with preparation costs of £500	Offer to all staff. Review regularly and introduce to all new staff at induction.	

Objective 2: Provide on-site infrastructure to facilitate sustainable travel	Infrastructure Improvements	The pedestrian access (ramp and step access) into the building from Dingwall Road will be enhanced to provide a better arrival experience and to improve accessibility.	Construction Company / Site Operator	Construction budget	To be installed as part of the works.
	Shower / Changing Facilities	Shower / changing rooms will be made available for staff.	Construction Company / Site Operator	Construction budget	To be installed as part of the works.
	Cycle Parking / Storage	Covered and secure cycle parking will be provided at lower ground level in the form of a cycle store with 20 spaces (two tier rack) and further 20 in wall-mounted foldable racks.	Construction Company	Construction budget	To be established as part of the works.
	Electric Vehicle Charging	18 car parking spaces (inc. 1 disabled bay) will be provided at lower ground level. 5 electric charge charging stations will installed to support the use of electric vehicles.	Construction Company	Construction budget	To be established as part of the works.
	Puncture Repair Kit	A puncture repair kit, pump and geared bike maintenance equipment will be made available to borrow.	TPC	Initial outlay of c.£20 for pump, c.£3 for the puncture kits and c.£30 for the bike maintenance equipment. Replace puncture repair kit as required at c.£3 a set.	Upon approval of the Travel Plan.
	Travel Noticeboard	A Travel Noticeboard will be established in a prominent place on-site. This will include a Travel Poster (Appendix E) walking and cycling maps / routes, bus and rail timetable information.	Site Operator / TPC to install	Noticeboard costs c.£70	Upon approval of the Travel Plan.
Monitoring	Travel Surveys	Collection of baseline data relating to the modes of travel used by staff in Year 1, repeating in Years 3 and 5.	TPC	c. £2000 per annum	To be completed for baseline in Year 1 and then repeated in Years 3 and 5.
	Target Review	Set targets in Year 1 and then review all targets in Years 3 and 5 to establish whether the targets are being met. Revise measures/targets accordingly.	TPC	Responsibility of TPC to arrange	Targets to be set in Year 1, following completion of the corresponding Travel Survey and reviewed in Years 3 & 5.
	Update Report	Produce a Full Travel Plan for the site in Year 1, then prepare an Update / Progress Report to summarise the travel surveys / target review in Years 3 and 5, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed in Year 1. Issue report to relevant Officers at Croydon Council	TPC	Responsibility of TPC to arrange	Full Travel Plan to be prepared and issued in Year 1 and Progress Reports produced in Years 3 & 5 within 3 months of Travel Surveys.
	Additional / Remedial Measures	Further promotion of above initiatives and possible introduction of new initiatives (cycle training, travel plan event, press release) if targets are not met.	TPC / Site Operator	TBC	To be considered as part of the target review process.

APPENDIX E

YOUR LOCAL TRAVEL GUIDE - (PLACE)

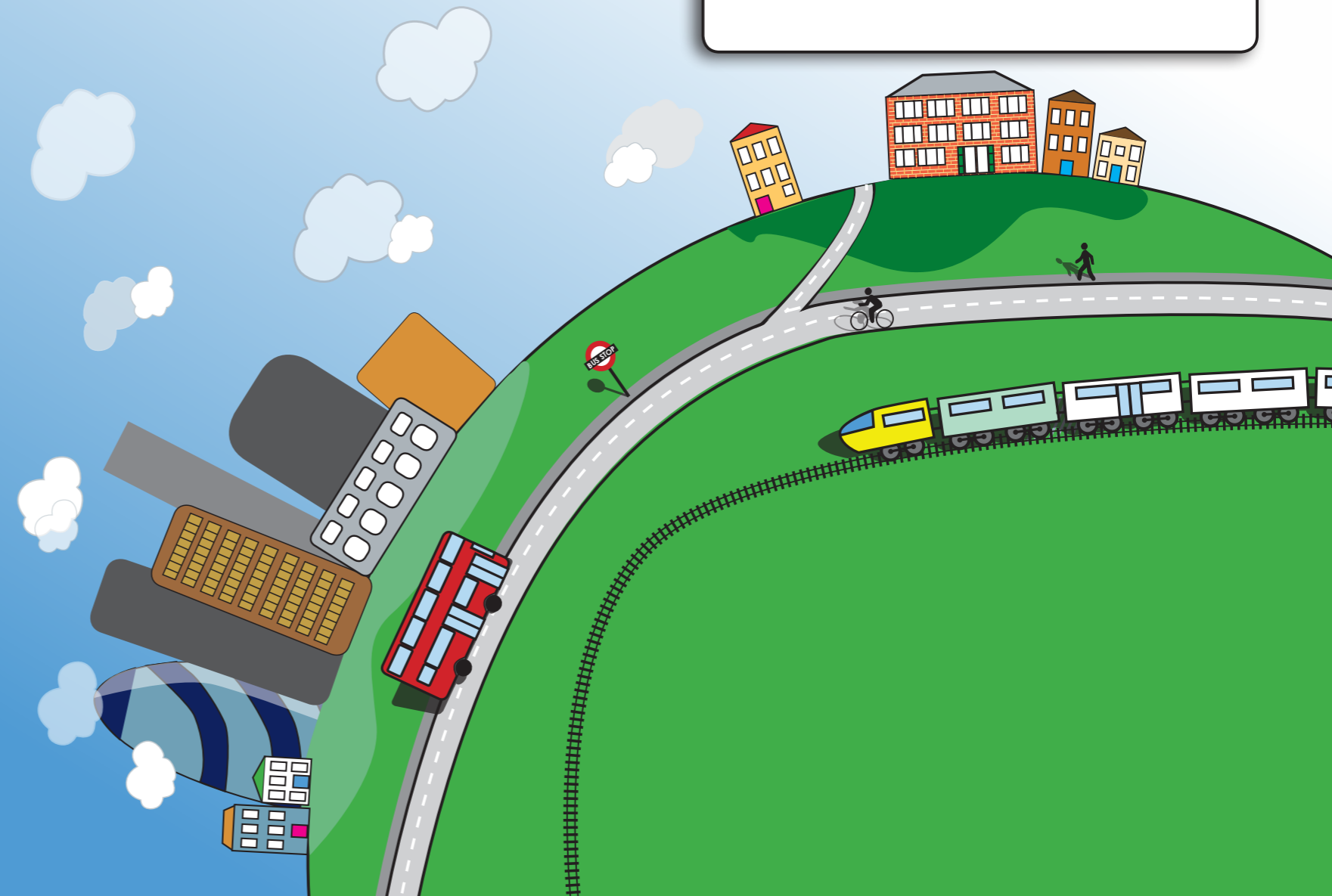
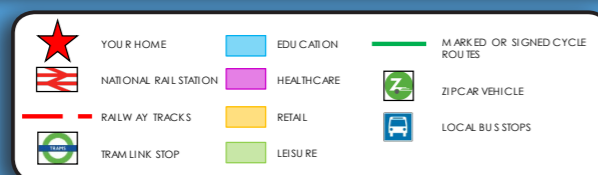
On Foot

By Rail

By Bus

By Bicycle

By Car



Useful Links:

[\(Train Travel Info Website\)](#)

www.liftshare.com/uk

[\(Bus Travel Info Website\)](#)