

Appendix K

Construction Logistics Plan

**Twickenham Station
Twickenham**

Construction Logistics Plan

February 2011

**Twickenham Station
Twickenham**

Construction Logistics Plan

February 2011

Project Code: solumtwickenham.1
Prepared by: Rebecca Hobbs
Position: Travel Planner
Approved by: Ian Mitchell
Issue Date: February 2011.
Status: FINAL

**Twickenham Station, Twickenham
Construction Logistics Plan**

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1. INTRODUCTION

- 1.1 This Construction Logistics Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 1.2 It is anticipated that there will be a pre-commencement condition, requiring the applicant to submit a detailed Demolition and Construction Method Statement (DCMS). That Statement would be developed with the nominated contractor and would provide details of phasing and traffic management during construction.
- 1.3 This Construction Logistics Plan sets out the principals to be followed in the construction of the scheme and is clearly a qualified assessment based on current information and is subject to refinement as the project evolves.
- 1.4 We have therefore considered;
- In Section 2 - the approximate details of the proposals and
 - In Section 3 - the principals of the mitigation strategy that would be followed.

2. DETAILS

2.1 As stated, it is anticipated that the submission of a Construction Method Statement including the traffic management proposals will be a precommencement condition. The basic elements are set out below;

- (i) The Programme of Works
- (ii) The hours of operation and expected arrival and departure times of vehicles
- (iii) The proposed routes to be used by construction vehicles
- (iv) The types of vehicles expected
- (v) Any traffic management during construction
- (vi) Emergency Access
- (vii) Mitigation Measures

2.2 Considering the headings in turn

(i) Programme of Works

2.3 The works will involve the following key stages:

- Deconstruction of the existing buildings on site and site clearance
- Construction and fit out of the main development buildings
- Construction of the pedestrian area outside of the station

2.4 The final programme will be established with detailed contractor involvement, but the principals of the project will involve;

- (i) Due to the fact that the main development will be constructed from part of the interchange area, then the main construction of the buildings will take place in advance of finalising the interchange area
- (ii) Pedestrian and Cycle Access will be retained at all times
- (iii) Any vehicle closures will be restricted to periods of minimal vehicle activity

2.5 A specialist waste management organisation will be employed during the demolition and construction works with specific responsibility for the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed.

2.6 There will be an objective to recycle materials where possible.

(ii) Hours of Work

2.7 It is anticipated that the core working hours for demolition and construction will be set out as follows:

- 0800 – 1800 hours Weekdays;
- 0800 – 1300 hours Saturday;
- And working on Sunday will be subject to reasonable notice.

2.8 Work outside these hours will be subject to reasonable notice to the Council. It is anticipated that work will be minimal during event times at Twickenham Stadium to minimise impacts on pedestrian and traffic movements during these busy periods.

2.9 There is not a fixed pattern for the arrival and departure of vehicles within that period which is contingent upon progress on site, although typically more deliveries will take place during the morning.

2.10 The site does have storage capacity to ensure that deliveries can take place outside of the periods of peak movements to and from the station.

(iii) The proposed routes to be used by construction vehicles

2.11 It is proposed that construction vehicles use the Strategic Road Network as shown in Figure 1.

2.12 The main point of access which will be from the A316;

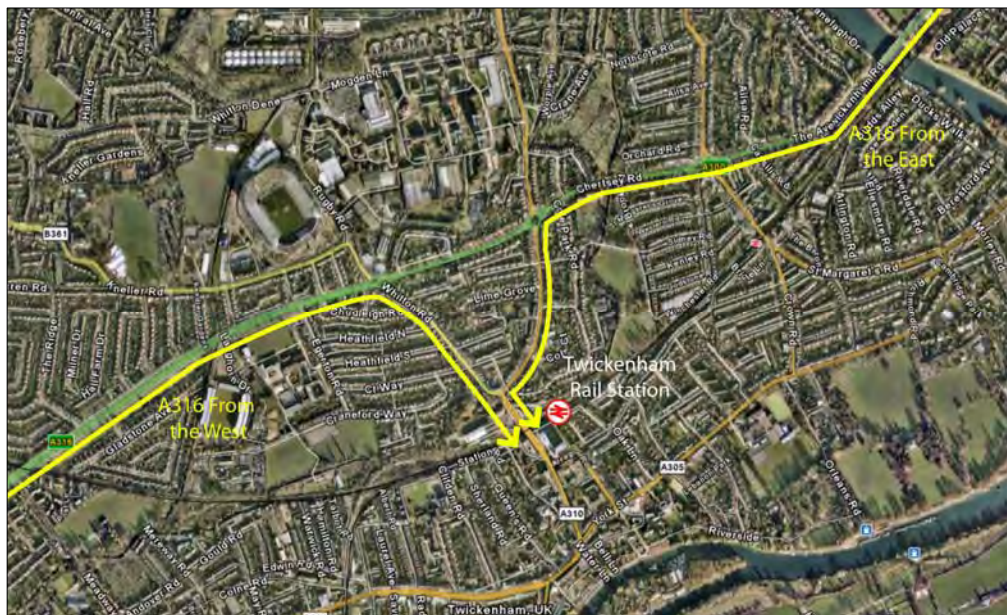


Figure 1: Construction Access Plan

(iv) Types and Numbers of Vehicles

- 2.13 It is not possible to accurately define the number of vehicles at this stage, in the different phases, but they will as stated above be restricted during the peak periods.
- 2.14 The Construction Method Statement will set out the number, types and sizes of construction vehicles required for works on this site.

(v) Any traffic management during construction

- 2.15 It is anticipated that some traffic management will be required during construction. Applications for lane closures if required will be outside of the peak period.
- 2.16 The Construction Method Statement will set out phased drawings indicating construction traffic management's layout with signs for the works.
- 2.17 The Construction Method Statement will follow guidance set out in Transport for London's '*Building a better future for Freight: Construction Logistics Plans*' Best practice guidance.

(vi) Emergency Access

- 2.18 Following discussions with the emergency services, a 3.7m wide emergency vehicle access will be maintained throughout the construction period to allow emergency access to the tracks if necessary.

(vii) Mitigation Measures

- 2.19 The mitigation strategy is set out in the next section.

3. CONCLUSIONS AND MITIGATION MEASURES

- 3.1 This Construction Logistics Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 3.2 The proposals are well located in respect of the strategic road network, which will form the construction access to the development.
- 3.3 The construction of the development will adhere to the objectives of TfL's Construction and Logistics Plans, which includes utilising selected operators that are committed to best practice and are members of TfL's Freight Operator Recognition Scheme (FORS).
- 3.4 In order to ensure that the impacts of movements to and from the site are properly managed then the following mitigation measures will be introduced;
- (i) The in principal Site working hours have been defined in this CLP. If there is any requirement to alter the operating hours, notification to the London Borough of Richmond upon Thames will be undertaken.
 - (ii) Communication will be maintained with the local community through a newsletter which will advise in respect of the process for affected parties to register complaints and procedures for responding to complaints; and
 - (iii) A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the London Borough of Richmond upon Thames and community groups prior to the start of construction, and whenever a change of responsibility occurs.
 - (iv) A 3.7m wide emergency access route through the station car park will be maintained throughout the construction period.
 - (v) The site labour force will be encouraged to use public transport. Unapproved parking on public roads will not be allowed.
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- 3.5 It is anticipated that there will be a pre-commencement condition, requiring the applicant to submit a detailed Construction Method Statement. That Statement would be developed with the nominated contractor and would provide details of phasing and traffic management during construction.

Appendix L

Station Travel Plan

**Twickenham Station
Twickenham, London**

Station Travel Plan

February 2011

**Twickenham Station
Twickenham, London**

Station Travel Plan

February 2011

Project Code:	solumtwickehma.1
Prepared by:	Rebecca Hobbs
Position:	Travel Planner
Approved by:	Ian Mitchell
Issue Date:	February 2011
Status:	FINAL

**Twickenham Station
Twickenham, London
Station Travel Plan**

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**Twickenham Station
Twickenham, London
Station Travel Plan**

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1. INTRODUCTION

- 1.1 This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.

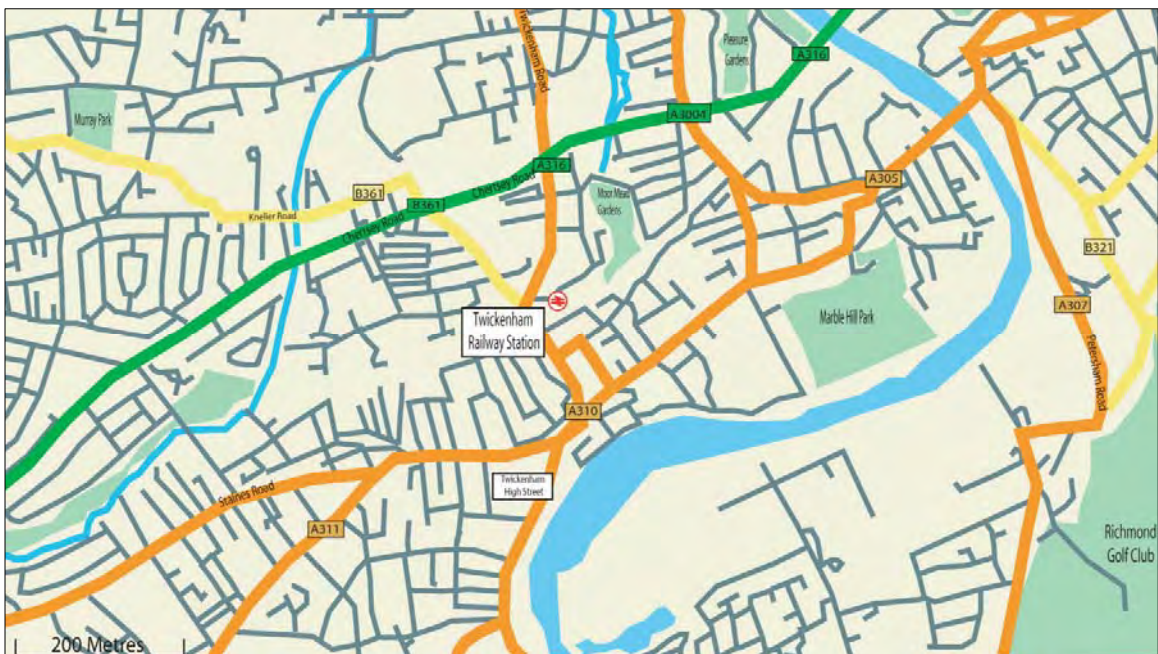


Figure 1: Location of the Station

- 1.2 The proposals include for the replacement of 35 commuter parking spaces, including 3 disabled bays, on site. The remaining 9 spaces for station commuters will be provided on the Station Yard site, unless a reduction can be agreed with the Train Operating Company (TOC).
- 1.3 Due to the excellent level of accessibility by means other than the private car, the proposals for the residential element of the scheme are for a car free development, excepting the provision of 3 disabled car parking bays and 3 car club spaces, which will form part of an existing car club network.
- 1.4 The site is well located in relation to bus routes, with bus stops located outside of the station routing the 267 from Hammersmith to Hampton Court and 281 from Tolworth to Hounslow. There are also other bus routes served by bus stops located within the vicinity of the site.

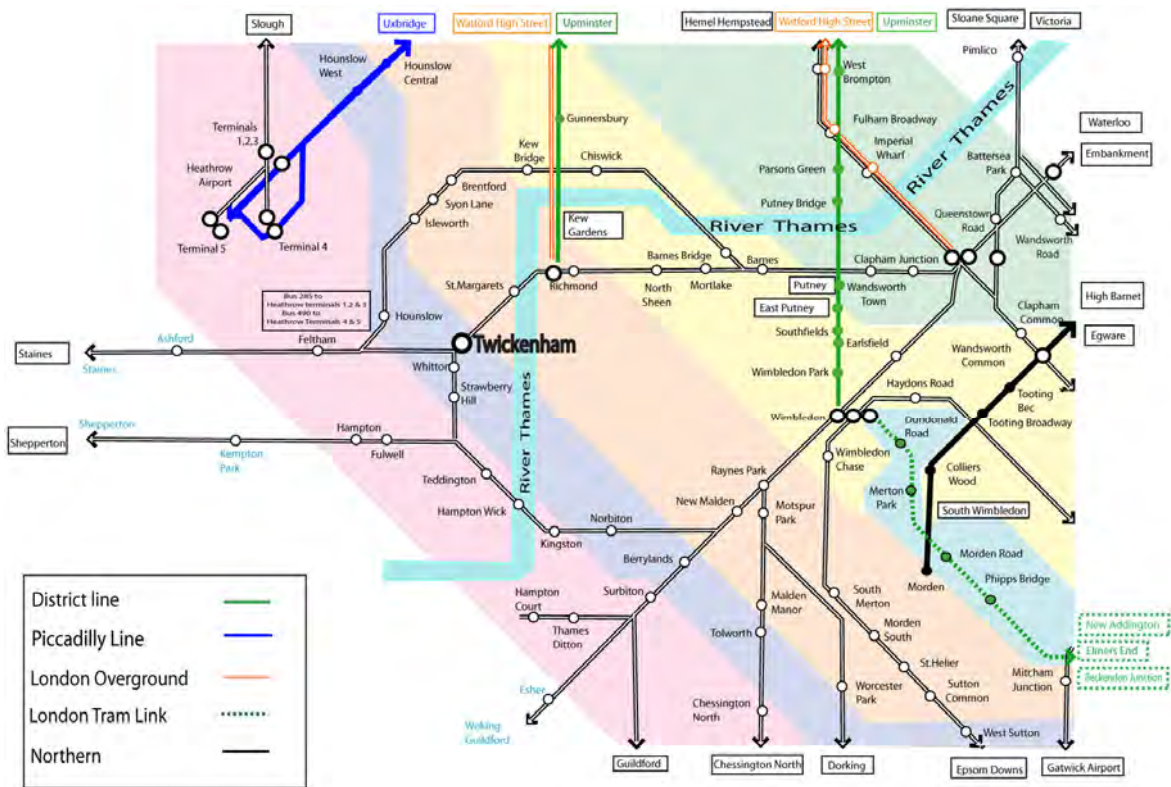


Figure 2: Rail Routes from Twickenham Station

1.5 It can be seen that there are high frequency connections to Central London and other over ground destinations.

1.6 In this report we set out the following;

- In Section 2 – details of the station
- In Section 3 – the Travel Plan measures for users of the station
- In Section 4 – how the Travel Plan will be monitored
- In Section 5 – we contain the conclusions to the Travel Plan.

Executive Summary

- 1.7** This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 1.8** The main objective of this Travel Plan is to encourage station users and staff to travel by means other than the private car and to create a culture of travel from the offset.
- 1.9** Twickenham Station is located on London Road approximately 0.22km from the High Street. Twickenham Station is managed by South West Trains, and serves National Rail services. From Twickenham, destinations such as London Waterloo, Windsor and Eaton Riverside, Reading, Shepperton, Aldershot, Hounslow and Brentford can be reached directly, with convenient interchanges to other destinations. There are approximately 20 trains departing per hour from Twickenham Station. Twickenham is the nearest station to the Twickenham Stadium.
- 1.10** Twickenham serves a number of bus services, which include two 24 hour bus services. There are also other bus stops in the vicinity of the site. In total, there are approximately 50 buses per hour available, with 24 hour bus access.
- 1.11** The proposed Travel Plan measures, could be categorised under 3 headings:
- The provision of clear travel information throughout the station
 - Car Sharing Strategy
 - The Provision of Secure cycle parking.
- 1.12** These measures are recognised by both the Department for Transport and Transport for London in respect of their guidance 'Making Travel Plans Work-Best Practice Guidelines (August 2007)', for which the Author of the report is the Travel Planner for two of the schemes identified in the Best Practice Guidance.

2. DETAILS OF THE STATION

2.1 This section of the Travel Plan considers the location of Twickenham Station in terms of its accessibility by different transport modes, in particular;

- (i) The existing modes of travel to the station
- (ii) The ability to walk and cycle to the station
- (iii) The ability to use public transport to access the station
- (iv) The parking provision for the station
- (v) The Public Transport Accessibility Level (PTAL)

2.2 These are discussed in more detail in the following paragraphs.

(i) The existing mode of travel to the station

2.3 The site is located in Twickenham, Greater London. The station is located on London Road. The station is managed by South West Trains, and serves National Rail services. From Twickenham, destinations such as London Waterloo, Windsor and Eaton Riverside, Reading, Shepperton, Aldershot, Hounslow and Brentford can be reached directly, with convenient interchanges to other destinations. There are approximately 20 trains departing per hour from Twickenham Station. Twickenham is the nearest station to the Twickenham Stadium.

2.4 The Station has 1 pedestrian entrance, on London Road, with restricted access to the platforms from footbridges at the rear of the car park and from London Road.

2.5 The vehicle access for the station is off London Road. There are 44 commuter parking spaces at Twickenham Station, including disabled provision. The station car park is open Monday-Sunday 24 hours, with parking charges that apply.

2.6 For the purpose of preparing the Transport Statement and the Travel Plans, data has been obtained from the National Rail Travel Survey (NRTS) from the DfT, which sets out the mode of travel to and from Main Line Services at Twickenham Station.

2.7 The survey indicates approximately 2514 passengers entering and existing the station between 8am-9am at all the access points and 1814 passengers entering and exiting the station between 6pm and 7pm.

2.8 Table 1 shows data from the National Rail Travel Survey.

Main Mode (Hierarchical)	Access		Egress	
	Frequency	Percent	Frequency	Percent
Walked	4432	76.2%	4339	75%
Bus/coach	803	13.8%	825	14%
Car (parked at or near the station)	176	3.0%	159	3%
Car (dropped off by someone)	203	3.5%	200	3%
Bicycle	132	2.3%	128	2%
Taxi/minicab	42	0.7%	42	1%
Underground/Light Rail/Metros/Trams	26	0.4%	61	1%
Total	5814	100.0%	5754	100%

Table 1: Mode of Travel to and from Twickenham Station.

2.9 It can be seen from Table 1 that over 75% of total trips to the mainline services at the station are on foot, with just over 6% of trips by car. Taxi mode represents less than 1% of trips to Twickenham Station.

2.10 Table 1 shows that Twickenham Station is in a good location for access by sustainable modes, and that a culture of travel by non-car means has already been established.

(ii) The ability to walk and cycle to the station

Cycling

2.11 The site is well located in relation to the Local and the London cycle network, as shown in Figure 3.



Figure 3: Cycle Connections

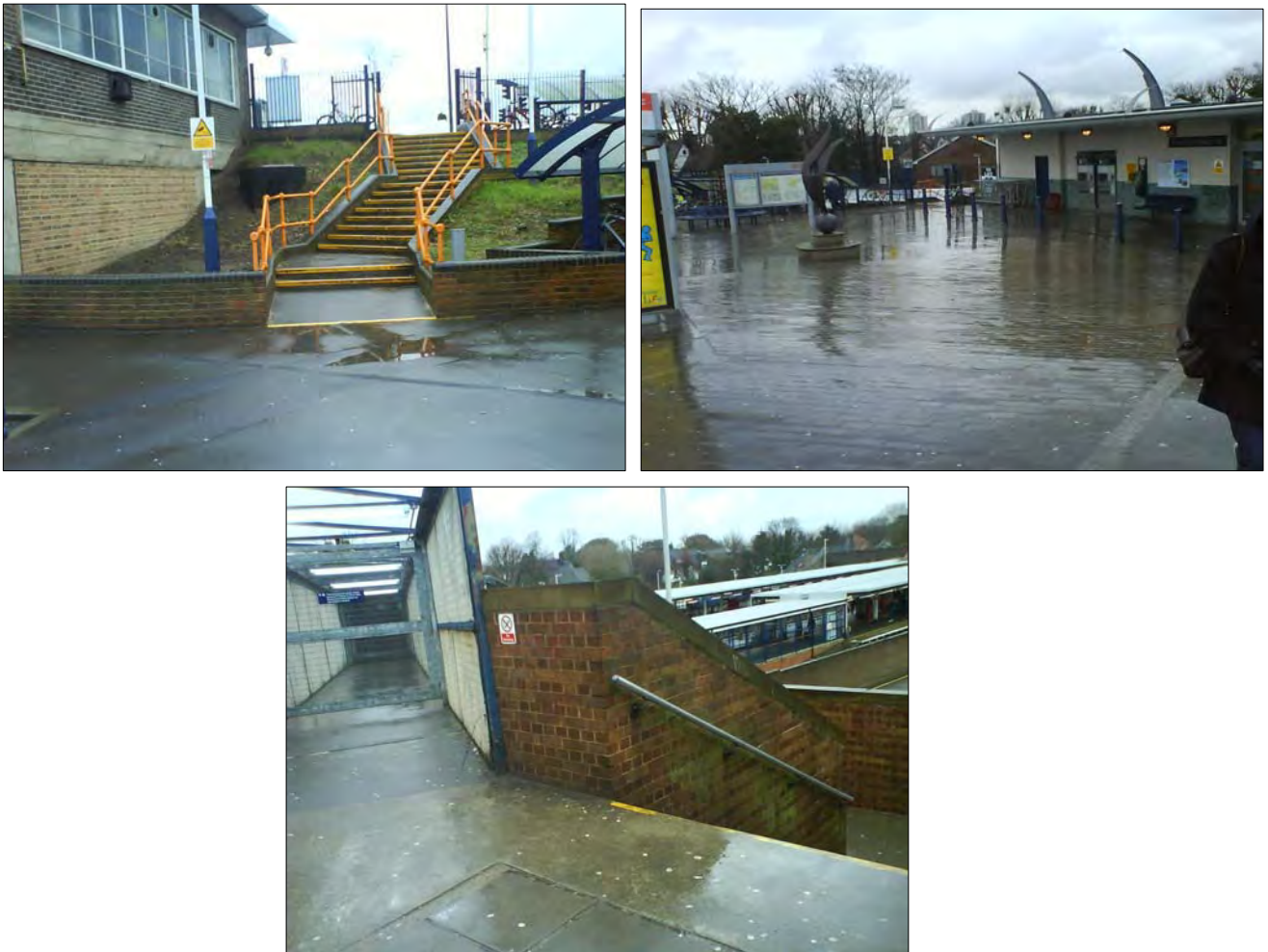
2.12 It can be seen that the site connects directly to the dedicated cycle network. At present, the station includes for 80 cycle parking spaces.

Walking

2.13 We have considered the existing walk routes that people take to access the station and how the development proposals would affect the quality of the routes and the route choices.

2.14 The main access to the station is on London Road. There is an open area outside of the station for pedestrians. There is a footbridge that leads from Mary's Terrace to the entrance on London Road, and similarly, stairs leading from the car park to the entrance.

2.15 There is a separate access which has restricted access times, also on London Road, which leads direct to the platforms. The footbridge at the rear of the car park is only used when an event is taking place at Twickenham Stadium. Photographs of the access points to the station are shown in Figure 4.



Access to station

Figure 4: Photographs of Existing Access

(iii) The ability to use public transport to access the station

Bus

2.16 The site is well located in relation to bus routes, with bus stops located outside of the station routing the 267 from Hammersmith to Hampton Court and 281 from Tolworth to Hounslow. There are also other bus routes served by bus stops located within the vicinity of the site. Figure 5 shows the location of the site in relation to bus stops and the bus routes near to Twickenham Station, with Table 2 setting out the routes and frequencies.



Figure 5: Location of Bus Stops and Bus Routes

Bus	Route	Frequency
281 (24 Hour)	Tolworth Broadway - Hounslow Bus Station, via Teddington and Kingston and Twickenham	Mon-Fri: Every 4-6 Minutes Saturday: Every 6-10 Minutes Sunday: Every 10-15 Minutes
33 (24 Hour)	Fulwell Stanley Road -Hammersmith Bus Station, via Richmond, East Sheen and Twickenham.	Mon-Fri: Every 5-7 Minutes Saturday: Every 10-20 Minutes Sunday: Every 15-20 Minutes
110	Hounslow Bus Station - Twickenham High Street, via Richmond and East Sheen.	Mon-Fri: Every 20-30 Minutes Saturday: Every 20 Minutes Sunday: Every 30-35 Minutes
290	Staines Bus Station - Twickenham High Street, via Ashford Common.	Mon-Fri: Every 15 Minutes Saturday: Every 20 Minutes Sunday: Every 30-40 Minutes
490	Heathrow Terminal 5 - Twickenham High Street, via Feltham and Hanworth.	Mon-Fri: Every 12 Minutes Saturday: Every 12 Minutes Sunday: Every 15-20 Minutes
H22	Hounslow Bell Corner - Twickenham High Street, via Whitton Dean and Kneller Road.	Mon-Fri: Every 12 Minutes Saturday: Every 11 Minutes Sunday: Every 20-25 Minutes
R68	Hampton Court – Twickenham High Street, via Teddington Memorial Hospital and Twickenham Road.	Mon-Fri: Every 10 Minutes Saturday: Every 10-20 Minutes Sunday: Every 10-20 Minutes
R70	Hampton (The Avenue) - Twickenham High Street, via Wellington Road.	Mon-Fri: Every 10 Minutes Saturday: Every 10-20 Minutes Sunday: Every 10-20 Minutes

Table 2: Bus Routes and Frequencies

2.17 It can be seen that there is a wide network of frequent bus services stopping within the vicinity of the Station, with approximately 50 buses per hour and 24 hour access by bus.

Taxi

2.18 There is a taxi rank, with space for 3 taxis and a drop-off/pick-up area, also with space for approximately 3 spaces. These are both located in lay-by's on the roadside on the access road to the station car park.

(iv) The parking provision for the station

2.19 Twickenham Station lies within controlled parking zones 'C' and 'D' which are a Monday to Saturday 8.30am – 6.30pm restrictions. The Roads and the applied parking restrictions are set out in Figure 6 and in Table 3.

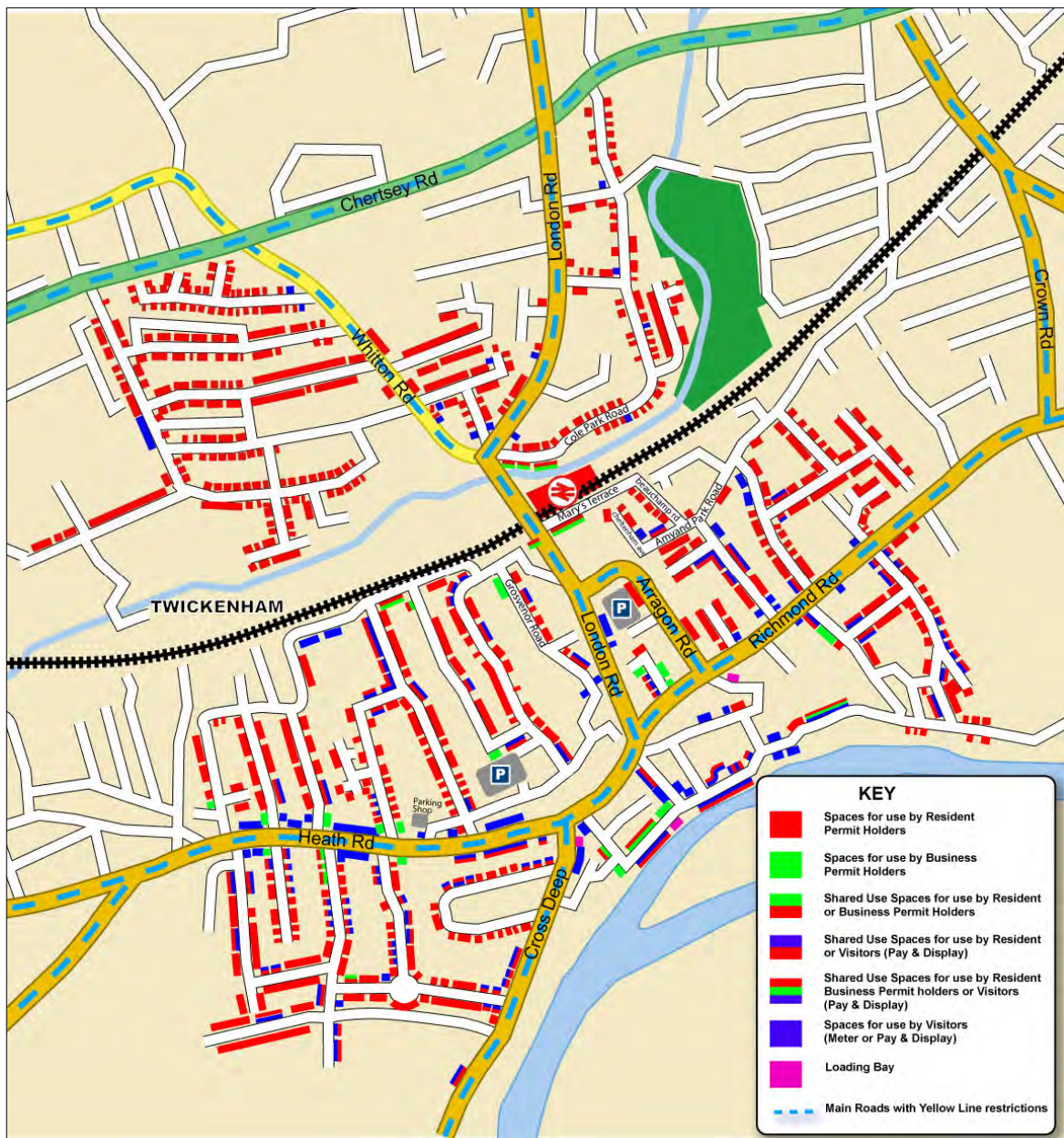


Figure 6: Controlled Parking Zone

Road Name	Parking Restriction
Mary's Terrace	Monday to Saturday 8.30am-6.30pm – Resident and Business Permit Holders Only
Beauchamp Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only
Amyand Park Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays
Cheltenham Avenue	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays
Grosvenor Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays and Business Permit Holder Only Bays
Arragon Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only
Cole Park Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display bays

Table 3: Parking Restrictions in the Surrounding Roads

2.20 It can be seen that all of the surrounding residential roads is covered by a parking restriction.

2.21 In terms of the major road network in the vicinity of the site, that includes for controls on parking at all times.

(v) The Public Transport Accessibility Level (PTAL)

2.22 As set out in this section, the site is in an excellent location in terms of public transport. Using the TfL Planning Information Database, we have looked at the PTAL for the site location, which shows that it has a PTAL of 5, one of the highest Accessibility Level.

Conclusions to this section

2.23 It is clear that the site is in a location that has good public transport connections, and the amenities are within walking and cycling distances, therefore encouraging people to travel by means other than the private car.

3. PROPOSED TRAVEL PLAN MEASURES

3.1 In this section of the report we set out the Travel Plan measures to encourage trips to the station to be made by means other than the private car. These measures include;

- (i) The provision of clear travel information throughout the station
- (ii) Car Sharing Strategy
- (iii) The Provision of Secure cycle parking.

3.2 These are discussed in more detail in the following paragraphs.

(i) The provision of clear travel information throughout the station.

3.3 The Station will have clear information located throughout the station to encourage travel by sustainable means. The information could include how to Car Share and the promotion of Walking and Cycling to the Station.

3.4 The information will be contained on posters and leaflets which will be located at different areas throughout the station and will encourage rail users to travel to the station by sustainable means. An example of how the leaflets could look is shown in Figure 7.

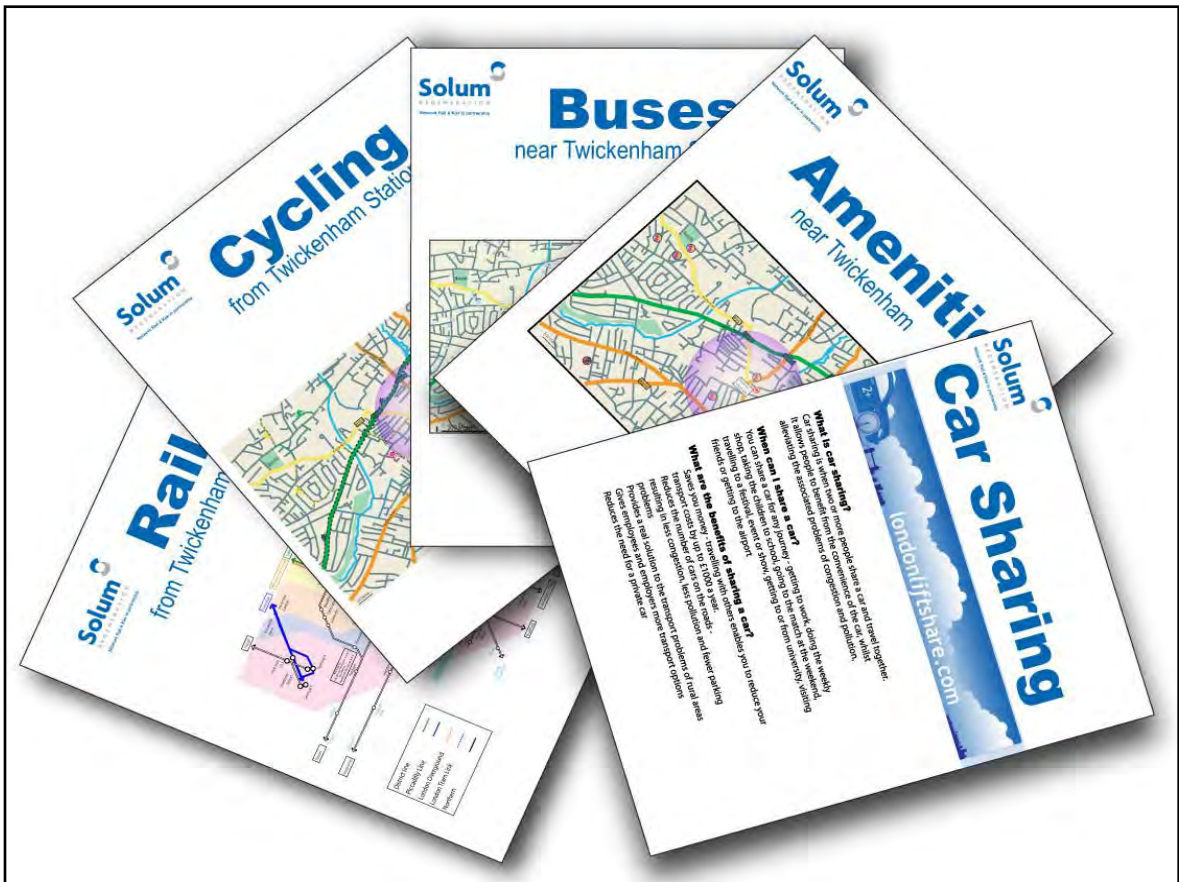


Figure 7: Example of Travel Information that will be provided at the Station

(ii) Car Sharing Strategy

- 3.5** To promote Car Sharing the Travel Plan will encourage trips to the station by multiple occupancy vehicles; this will result in a decrease in the amount of single occupancy car trips to the station.
- 3.6** Some train operating companies are already operating a variety of schemes to promote car sharing to their stations.

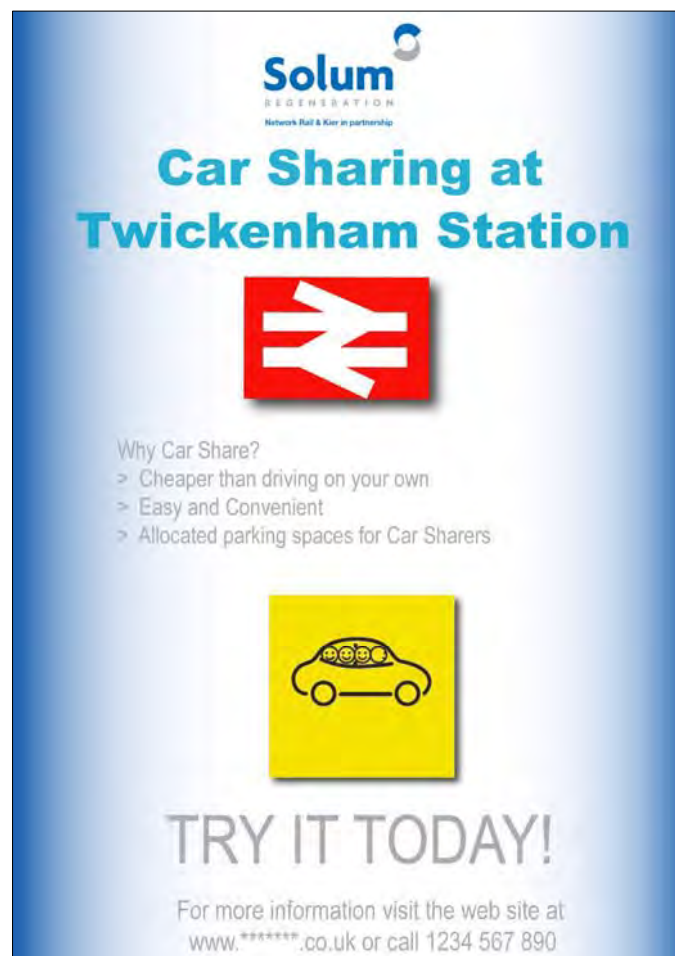


Figure 8: Example of Marketing of the Car Sharing Scheme

(iii) Secure Cycle Parking.

- 3.7** It is proposed to provide 250 safe and secure cycle parking for station users, which will be provided in a mezzanine area above the car park and is a large increase on the existing 80 spaces provided. This will further encourage people to cycle to and from the station.
- 3.8** The location of the secure cycle parking, along with an example of safe secure cycle parking at stations is shown in Figure 9.



Figure 9: Location and an Example of Secure Cycle Parking

3.9 The secure cycle parking, along with the clear travel information at the station, will encourage rail users to cycle to and from the station.

Coordination of the Development Travel Plans

- 3.10** As stated in section 3, the proposals include for a residential development as part of the proposals, which includes a Travel Plan with separate bespoke measures.
- 3.11** The proposals include for a coordination of the Travel Plans to ensure their individual success and the success for the overall development. This will include;
- a. Joint Steering Group
- 3.12** The Travel Plan Coordinators will arrange for joint Steering Groups, which will include the residents and station users and staff.
- 3.13** The steering group is responsible, under the guidance of the Travel plan Coordinator, for assessing the local issues, gathering ideas, suggesting potential measures and initiatives, and developing, implementing and monitoring the Action Plan.
- b. Joint Marketing and Events
- 3.14** The Travel Plan Coordinators will arrange marketing events on site to further inform all of the development users (residents and station users and staff) of the available modes of travel for them. These could include cycle events, walking workshops etc.

Conclusion to this section

- 3.15** It can be seen that the package of measures proposed will encourage people to travel to the station by means other than the private car.

4. IMPLEMENTATION , MONITORING AND TARGETS

4.1 This section of the report sets out the objectives and the targets for the Travel Plan in relation to the proposed measures, and how the Travel Plan will be monitored.

Objectives

4.2 The overall objective of the Travel Plan is to encourage the use of sustainable travel for staff and rail users when making journeys to and from the station.

4.3 The site specific objectives for Twickenham Station are;

- (i) To ensure that the station continues to have over 90% of trips to the station by sustainable modes;
- (ii) To increase the multi-occupancy vehicle trips to the station, therefore decreasing the single occupancy vehicle trips; and
- (iii) To increase cycling as a mode of travel to the station.

4.4 Therefore to meet these objectives, targets have been set, as set out in the following paragraphs.

Targets

4.5 The Targets that have been set for the Travel Plan are SMART Targets, (Specific, Measurable, Achievable, Realistic and Time-bound).

4.6 The Association of Train operating companies has undertaken a Station Travel Plan pilot programme which includes 24 Stations. The stations involved to develop a Station Travel Plan to encourage travel to the station by sustainable modes of travel. The Station Travel Plans set out proposed improvements and targets for modal shift. Out of the stations included in the pilot only 5 had a base percentage walk mode of over 60%, as the station modal split are similar to Twickenham. The stations which experience over 60% walk mode share targets are summarised below:

- Leeds: Maintain modal share of passengers travelling by; foot (74%), cycle (1%), Car Share (0%), Car Drive Alone (1%), Car Dropped Off by someone (1%), Taxi (1%), Bus/Coach/Tram (11%), No Answer (11%).
- Digby & Sowton: Increase Cycle use from 3% to 5%, and increase public transport Share to 2%.
- SouthEnd Central: Decrease Car use by 10%.
- St Denys: Introduce Cycling at 5%; and increase those walking by 10%.
- Southend Victoria: Decrease Car use by 10%.

- Eastleigh: Double percentage of Cyclists to 10%; Increase Walking by 10%; Increase Car Sharing to 7%; Increase Bus use by 4%.

4.7 Therefore, three targets will be set for the monitoring of this Travel Plan these are set out below.

(i) Decrease in Vehicle trips to the Station

4.8 The existing mode of travel to the station by car was set out in Section 2 of this report, which is 6.5%.

The travel plan measures will inform station users of sustainable means of travel to the station, which along with the improvements to the pedestrian and cyclist facilities will encourage sustainable travel. Therefore the first target is to decrease the vehicle trips to the station by 2%, which will also reduce the requirements for car parking in the future.

4.9 An initial survey will be undertaken after the first 6 months of occupancy of the new development, which will include number of vehicle trips to the station. The target will be to decrease this by 2% on an annual basis.

(ii) Increase in Multiple Occupancy Car Trips

4.10 One of the measures for the station was to introduce a car sharing scheme at the station, which included marketing of the scheme. Therefore, one of the targets for the Station Travel Plan will be to increase the number of multiple occupancy vehicle trips, therefore decreasing Single Occupancy Vehicle Trips.

4.11 The initial survey will also monitor the number of multiple occupancy vehicle trips to the station. The target will be a percentage shift from the baseline data obtained by the survey

(iii) Walking and Cycling

4.12 The development proposals include for improved pedestrian and cycle facilities at the station. This, along with the proposed marketing measures will increase travel by walking and cycling.

4.13 After 6 months of occupation of the development, a survey will take place to determine the different modes of transport of station users. This will include the proportion of total journeys made on foot. The target will be for this proportion to increase by 5% per annum on an annual basis for the duration of the monitoring period for the Travel Plan.

4.14 The Travel Coordinator would submit proposals to the Annual Monitoring meeting based upon the results of the monitoring surveys, which would demonstrate how effective the different measures have been.

- 4.15** These are interim targets, and the full targets will be set following the initial survey and the base line data has been obtained, after 6 months. The Travel Plan targets are set for 3 and 5 years, with an annual review.
- 4.16** Table 4 overleaf sets out the objectives and targets for the Travel Plan.

Objective	Target	Benefits	Measure	Short/ Medium/ Long Term	Completion Date (month/year)	Responsibility
To increase walking	Increase of 5% on baseline survey (after 1 year)	<ul style="list-style-type: none"> • Health • Environment • Financial 	Provision of Travel Packs which will contain walk maps	Short	Before commencement of first occupation	Developer Requirement, part of application
			Provision of a Community Travel Web Site which will contain information on walking in the local area	Medium	Before commencement of first occupation	Developer Requirement, part of application
Encourage cycling	Increase of 5% on baseline survey (after 1 year)	<ul style="list-style-type: none"> • Health • Environment • Financial 	The provision of Travel Packs which will contain cycle maps and information of local cycle shops	Short	Before commencement of first occupation	Developer Requirement, part of application
			The provision of a Community Travel Web Site, which will contain cycle maps and information on cycling	Medium	Before commencement of first occupation	Developer Requirement, part of application
			The provision of Secure Cycle storage on site	Long	Before commencement of first occupation	Developer Requirement, part of application
			Availability of Cycle training for residents, which will be contained on the Community Travel Web Site	Long	Before commencement of first occupation	Developer Requirement, part of application
To encourage multiple car occupancy	Single occupancy trips to decrease. Percentage shift will be based on initial survey.	<ul style="list-style-type: none"> • Environment • Financial 	The promotion of Car Sharing through the Community Travel Web Site and the Travel Packs	Medium	Before commencement of first occupation	Developer Requirement, part of application
To encourage trips to be made by bus	A specific bus target has not been set. A modal share target has been set.	<ul style="list-style-type: none"> • Environment 	The Provision of Travel Packs which will include bus maps and timetables	Short	Before commencement of first occupation	Developer Requirement, part of application
			The provision of a Community Travel Web Site which will include bus maps and up to date timetables and bus information	Medium	Before commencement of first occupation	Developer Requirement, part of application

Table 4: Travel Plan Objectives

Implementation

4.17 The responsibilities for the implementation lies with the Travel Coordinator who will be named in the S106 Agreement and will be responsible for:

- Obtaining and maintaining commitment to the travel plan
- Liaison with the different operators and suppliers.
- Liaison with the Local Authority.
- The provision of the Marketing Materials
- The subsequent monitoring of the scheme as discussed subsequently.
- Setting up and facilitating the steering group
- The set up of marketing events for station users and staff and residents.

4.18 The Travel Coordinator will be appointed by the station providers to implement the measures contained in this report.

4.19 The Travel Plan Coordinator will manage the Travel Plan, along with a Steering Group.

4.20 Table 5 sets out the roles of the Travel Coordinator and how long will be spent on each task.

Travel Coordinator Role	Time spent for each task (days per month)
1. Liaison with the different operators and suppliers	3 to 5 initially and then 1 to 2 on average
2. Liaison with the Local Authority	1 to 2 initially and then primarily at the time of the monitoring surveys
3. The provision of information for residents and companies occupying the units	5 to 10 days every 6 months and 1 day per month in between
4. Arranging an induction system	2 to 3 days at different phases of the development
5. Monitoring of the scheme	Approx 10 days on an annual basis
6. Setting up and facilitating a steering group	Initial set up – 10 to 14 days 2 to 3 days per meeting
7. The set up of marketing events	5-7 days per event

Table 5: Roles and Time Consumption of the Travel Coordinator

Monitoring and Performance

- 4.21** The objective of the travel plan proposals is to ensure;
- (i) That the existing car modal share of 6.5% decreases by 2%.
 - (ii) That the existing culture of travelling on foot and by cycle can be built upon.
 - (iii) That car usage to travel to the station is reduced to a level that reflects the high level of accessibility of the station by means other than the private car, therefore reducing the requirements for parking.
- 4.22** In order to test the effectiveness of the proposals, it is proposed to monitor how people are travelling.
- 4.23** The ATOC Station Pilot Scheme allowed for monitoring 3 years after the implementation of the Station Travel Plan. Unlike other Station Travel Plans this Travel Plan will be implemented for when the development is complete.
- 4.24** Therefore monitoring will occur 6 months from the development completion to provide a 'base scenario' of travel patterns to the station, then on an annual basis for a period of 5 years. The monitoring will be organised and undertaken by the appointed Travel Coordinator, and will be undertaken at the same time as the monitoring for the other elements of the scheme.
- 4.25** The following surveys would be undertaken;
- 1) A detailed survey of vehicle movements including taxis and single and multi occupancy vehicles.
 - 2) A car park survey to monitor the use of the station car park
 - 3) A questionnaire survey for visitors and staff
 - 4) Monitoring the amount of multi – occupancy car use
- 4.26** The surveys would be reported at the annual monitoring meeting. This would be attended by representatives from the London Borough of Richmond upon Thames and TfL together with the Train Operating Company.

Agenda for the Annual Monitoring Meeting

- 4.27** The Annual Monitoring Meeting would consider the results of the survey report.

Survey Data

- 4.28** The data that will be collected from the surveys will conform with the required Databases;
- (i) TRAVL; The Travel Plan data will be provided in the correct format to be added to the TRAVL Database.
 - (ii) iTrace: The Travel Plan data will be provided in the correct format to be added to the iTrace Database.

Contingency Measures if the Targets are not met

- 4.29** The survey results contained above will be reported to the annual meeting. If the targets are not met, the Travel Plan Coordinator will report on additional measures to be used in order to ensure that the Targets are met by the time of the next meeting.

5. FUNDING, SECURING AND ENFORCEMENT

- 5.1** The Travel Plan will form part of the S106 Agreement, which includes the role of the Travel Coordinator, for which the details are set out in Section 5 of this report.
- 5.2** The monitoring surveys and reporting as set out in Section 5 will also form part of the S106 Agreement.
- 5.3** Based upon the fact that the Travel Plan is part of the legal agreement, the developer will put in place the full funding required to implement and monitor the travel plan.

6. CONCLUSIONS

- 6.1** This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network.
- 6.2** The main objective of this Travel Plan is to encourage station users and staff to travel by means other than the private car and to create a culture of travel from the offset.
- 6.3** Twickenham Station is located on London Road approximately 0.22km from the High Street. Twickenham Station is managed by South West Trains, and serves National Rail services. From Twickenham, destinations such as London Waterloo, Windsor and Eaton Riverside, Reading, Shepperton, Aldershot, Hounslow and Brentford can be reached directly, with convenient interchanges to other destinations. There are approximately 20 trains departing per hour from Twickenham Station. Twickenham is the nearest station to the Twickenham Stadium.
- 6.4** Twickenham serves a number of bus services, which include two 24 hour bus services. There are also other bus stops in the vicinity of the site. In total, there are approximately 50 buses per hour available, with 24 hour bus access.
- 6.5** The proposed Travel Plan measures, could be categorised under 3 headings:
- The provision of clear travel information throughout the station
 - Car Sharing Strategy
 - The Provision of Secure cycle parking.
- 6.6** These measures are recognised by both the Department for Transport and Transport for London in respect of their guidance 'Making Travel Plans Work-Best Practice Guidelines (August 2007)', for which the Author of the report is the Travel Planner for two of the schemes identified in the Best Practice Guidance.

Travel plan name	Twickenham Station
Planning application reference number	NA
Name of travel plan author	Rebecca Hobbs
Email address of travel plan author	rhobbs@mayerbrown.co.uk
Telephone number of travel plan author	01483750508
Name of travel plan assessor	Ian Mitchell
Job title/role of travel plan assessor	Head of Strategic Projects

Section 1 - Travel Plan : Background	6/8
Section 2 - Policy	3/3
Section 3 - Site Assessment	8/8
Section 4 - Travel Survey	6/6
Section 5 - Objectives	2/2
Section 6 - Targets	10/10
Section 7 - Travel Plan Management	12/12
Section 8 - Measures	9/10
Section 9 - Monitoring And Review	6/6
Section 12 - Action Plan	2/2
Section 10 - Securing And Enforcement	3/3
Section 11 - Travel Plan Funding	12/12
Section 13 - Final Comments	0/0

SECTION 1 - Travel Plan : Background		6/8
1. Does the travel plan include 1) full address of the development and 2) contact details for the person responsible for preparing the travel plan?	Paragraph 1.1 Page 2	2/2
2. Does the plan include details of the number of staff expected on site?	Paragraph 1.1	1/1
3. Does the plan include details of the number of other users (e.g. visitors, deliveries) expected on site, if these are likely to be significant?		0/0

4. Does the travel plan include introductory text that adequately sets the scene?	Section 1	3/3
5. Has a completed iTRACE pro-forma document been submitted with the travel plan?	Not Applicable - an iTRACE pro-forma has been submitted with the residential Travel Plan	0/2
SECTION 2 - Policy		3/3
6. Does the travel plan include reference to: 1) national and regional travel plan policy; 2) local/borough policies linked to travel planning?	These are contained within the TS which this Plan is appended to.	2/2
7. Does the travel plan demonstrate awareness of travel planning best practice?	Paragraph 1.12	1/1
SECTION 3 - Site Assessment		8/8
8. Is the location of the development clearly defined 'including details of the local road network'?	Paragraphs 2.19-2.21	1/1
9. Is walking infrastructure in and around the site considered?	Paragraphs 2.13-2.15	1/1
10. Is cycling infrastructure in and around the site considered?	Paragraphs 2.11-2.12	1/1
11. Is use of the car considered?	Paragraphs 2.19-2.21	1/1
12. Have details of all relevant public transport services been provided?	Paragraphs 2.16-2.17	3/3
13. Are initiatives/work practices that reduce the need to travel or encourage sustainable travel considered?	Paragraphs 3.3-3.9	1/1
SECTION 4 - Travel Survey		6/6
14. Have iTRACE (TRAVL where applicable) compliant site user	Paragraph 4.28	3/3

travel surveys been undertaken?		
15. Is a baseline modal split (or maximum number of trips per day) identified for the site?	Paragraphs 2.3-2.10	3/3
SECTION 5 - Objectives		2/2
16. Does the travel plan include relevant objectives that are linked to the specific context of the site?	Paragraphs 4.2-4.5/ Table 4	1/1
17. Do objectives cover a range of outcomes e.g. environment and health?	Table 4	1/1
SECTION 6 - Targets		10/10
18. Has a target for mode share of single occupancy vehicles been proposed?	Paragraphs 4.10-4.11	3/3
19. Are the targets SMART?	Paragraph 4.5	3/3
20. Have targets been set for 3 and 5 years after occupation?	Paragraph 4.15	3/3
21. Are targets linked to objectives?	Table 4	1/1
SECTION 7 - Travel Plan Management		12/12
22. Has a Travel Plan Co-ordinator been identified or is there agreement on when a Co-ordinator will be in place?	Paragraph 4.17	1/1
23. Is it clear whether the Travel Plan Co-ordinator will be a consultant, part of the developer organisation, or appointed from within the occupying organisation?	Paragraph 4.17	1/1
24. 1) Have the Travel Plan Co-ordinator roles and responsibilities been made clear; 2) Is the amount of time they will spend on the travel plan sufficient?	Paragraph 4.17/ Table 5	8/8

25. Is it clear what marketing activities will be 1) carried out and 2) by whom?	Paragraph 4.17/ Table 5	2/2
SECTION 8 - Measures		9/10
26. Are there walking measures proposed?	Paragraphs 3.3-3.4	1/1
27. Are there cycling measures proposed?	Paragraphs 3.3-3.4/3.7-3.9	1/1
28. Are public transport measures proposed?	Paragraphs 3.3-3.4	1/1
29. Have measures relating to organisational policy been included?	NA	0/1
30. Are car-share/car club measures proposed?	Paragraphs 3.5-3.6	1/1
31. Are car parking management measures proposed?	Appendix F to the Transport Statement	1/1
32. Are there measures linked to reducing the need to travel?	Paragraphs 3.3-3.4	1/1
33. To what extent do measures support the objectives of the travel plan and context of the site?		3/3
SECTION 9 - Monitoring And Review		6/6
34. Is a clear monitoring programme that adheres to the standardised approach included?	Paragraphs 4.21-4.26	5/5
35. Is it clear who is responsible for monitoring?	Paragraph 4.17	1/1
SECTION 12 - Action Plan		2/2
36. Is an Action Plan provided which includes: 1) short/medium/long term actions; 2) timescales and	Table 4	2/2

responsibilities?		
SECTION 10 - Securing And Enforcement		3/3
37. Is it clear how the travel plan will be secured?	Section 5	3/3
38. Is a section 106 agreement drafted/in place that ensures the delivery of the travel plan and/or its measures?		0/0
39. Is the travel plan consistent with the S106 agreement?		0/0
SECTION 11 - Travel Plan Funding		12/12
40. Have funding streams been identified?	Section 5	2/2
41. Has a budget been set for travel plan measures?	Section 5	2/2
42. Are the funding implications clear for the: 1) travel plan co-ordinator 2) monitoring programme?	Section 5	8/8
SECTION 13 - Final Comments		
43. Do you have any final comments?		
PASS		79/82

Appendix M

Residential Travel Plan

**Twickenham Station,
Twickenham, London**

Residential Travel Plan

February 2011

**Twickenham Station,
Twickenham, London**

Residential Travel Plan

February 2011

Project Code:	solumtwickenham.1
Prepared by:	Rebecca Hobbs
Position:	Travel Plan
Approved by:	Ian Mitchell
Issue Date:	February 2011
Status:	FINAL

**Twickenham Station,
Twickenham, London
Residential Travel Plan**

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4.0 PROPOSED TRAVEL PLAN MEASURES 29
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7.0 CONCLUSIONS 44

**Twickenham Station,
Twickenham, London
Residential Travel Plan**

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Appendix A: iTrace Workplace Pro-forma

1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network. Using local census data the number of expected residents on site is 150.
- 1.2 The proposed development is located on London Road in Twickenham, with the main access being from London Road. The site location is shown in Figure 1.

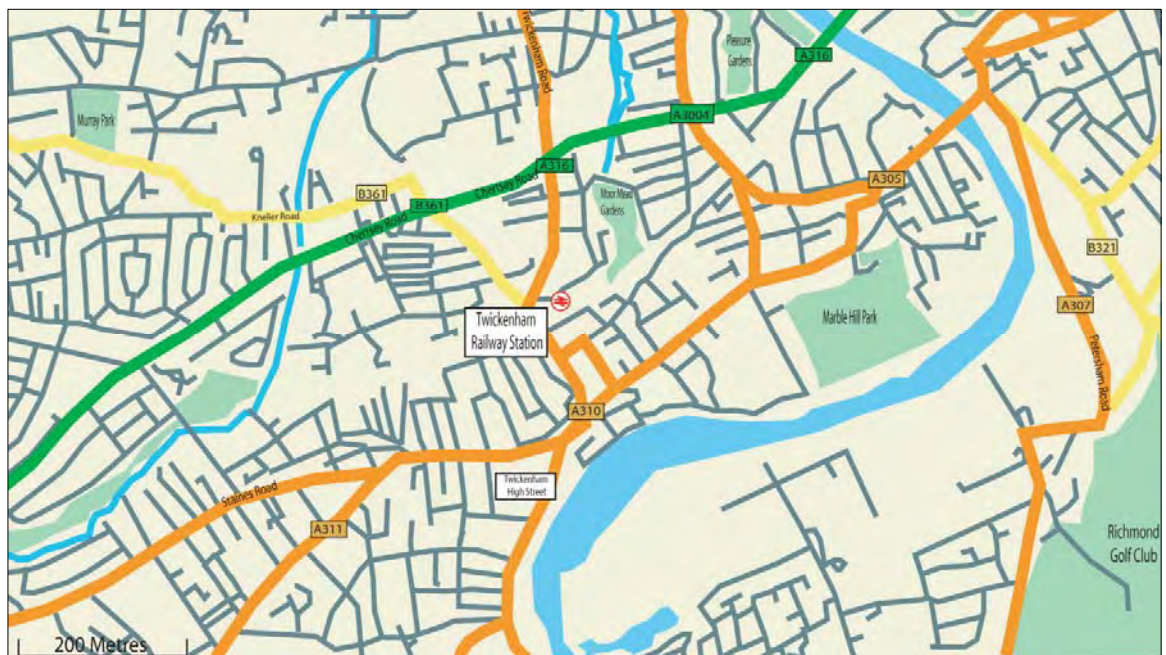


Figure 1: Location of the Proposed Development Site

- 1.3 Due to the excellent level of accessibility by means other than the private car, the proposals are for a car free development, excepting the provision of 3 disabled car parking bays and the provision of 3 car club spaces which will form part of an existing car club network. In line with the proposals for a car free scheme, the development will be car capped, meaning residents will not be able to obtain parking permits to park in the surrounding residential roads.
- 1.4 This draft Travel Plan has been prepared in accordance with Transport for London 'Guidance for Residential Travel Planning in London', and using TfL's ATTrBuTE Tool.

1.5 Therefore in this draft Travel Plan we consider the following:

- In Section 2 we summarise the existing location of the site, in respect of the ability to make movements by means other than the private car;
- In Section 3 we demonstrate the proposals for the development at Twickenham Station;
- In Section 4 we set out the travel plan measures;
- In Section 5 we consider how the Travel Plan will be implemented and monitored;
- In Section 6 we set out how the Travel Plan will be funded and secured; and
- In Section 7, we set out the conclusions to this report.

Executive Summary

1.6 This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network. Using local census data the number of expected residents on site is 150.

1.7 The main objective of this Travel Plan is to encourage residents to travel by means other than the private car and to create a culture of travel from the offset.

1.8 Due to the excellent accessibility of the site, the proposals are for the residential development to be a car free scheme, excepting for 3 disabled parking bays and 3 car club spaces, which will form part of an existing car club network. For the residents, the scheme will be car capped meaning residents will not be able to apply for a permit to park in the surrounding areas. Therefore the number of residential vehicle trips will be nominal.

1.9 Twickenham Station is located on London Road, approximately 0.22km from the High Street. Twickenham is the starting point for trains running to; Reading via Hounslow and Brentford, London Waterloo via Kingston and Windsor and Eaton Riverside. There are also a number of bus routes that service Twickenham, with wide variations of destinations that can be reached. There are approximately 50 buses per hour with connections to Feltham and Richmond, and 24 hour access by bus.

-
- 1.10** We have analysed the projected modal share of the proposed development, which is set out in section 3 of this report. The highest projected mode of travel from the development is rail trips, with 44% of trips by this mode. This equates to 133 am peak period (7am-9am) trips and 139 pm peak period (4pm-6pm) trips from the development. This is followed by walking as the second highest mode with 37% of trips by this mode.
- 1.11** Notwithstanding the excellent location of the site, a package of measures is proposed to further encourage sustainable travel.
- 1.12** The proposed Travel Plan measures, could be categorised under 5 headings:
- Provision of a Car Club on site including space for 3 Car Club vehicles;
 - An information package which would make residents aware of the means to make their journeys by means other than the private car. (Welcome Packs);
 - Introduction of a Community Travel Website; and
 - A Car Capping Scheme.
 - Access Management on Event Days
- 1.13** These measures are recognised by both the Department for Transport and Transport for London in respect of their guidance 'Making Travel Plans Work-Best Practice Guidelines (August 2007)', for which the Author of the report is the Travel Planner for two of the schemes identified in the Best Practice Guidance.
- 1.14** This report has been prepared in accordance with Transport for London (TFL) 'Guidance for Residential Travel Planning in London'.

2.0 SITE LOCATION

2.1 In this section of the report we consider the location of the site in relation to the existing public transport services and non car connections. In particular, we consider;

- (i) Existing Site Information
- (ii) The Number of Movements to and from the Station at Present and the Mode of Travel
- (iii) The Local Highways Network
- (iv) Existing Bus Routes and Stops
- (v) Existing Pedestrian Routes
- (vi) Existing Cycle Network
- (vii) The Accessibility of the Site in Relation to Local Amenities
- (viii) The Relation of the site in respect of Local Car Clubs
- (ix) Parking in the Area
- (x) Taxis - Existing Ranks
- (xi) Riverboat Services – Existing Routes and Facilities
- (xii) Trams – Existing Routes and Facilities
- (xiii) Existing Public Transport Accessibility Level (PTAL)

(i) Existing Site Information

2.2 Twickenham Station is managed by South West Trains, and serves National Rail services. From Twickenham, destinations such as London Waterloo, Windsor and Eaton Riverside, Reading, Shepperton, Aldershot, Hounslow and Brentford can be reached directly, with convenient interchanges to other destinations. There are approximately 20 trains departing per hour from Twickenham Station. Twickenham is the nearest station to the Twickenham Stadium. The connections from the station are shown in Figure 2.

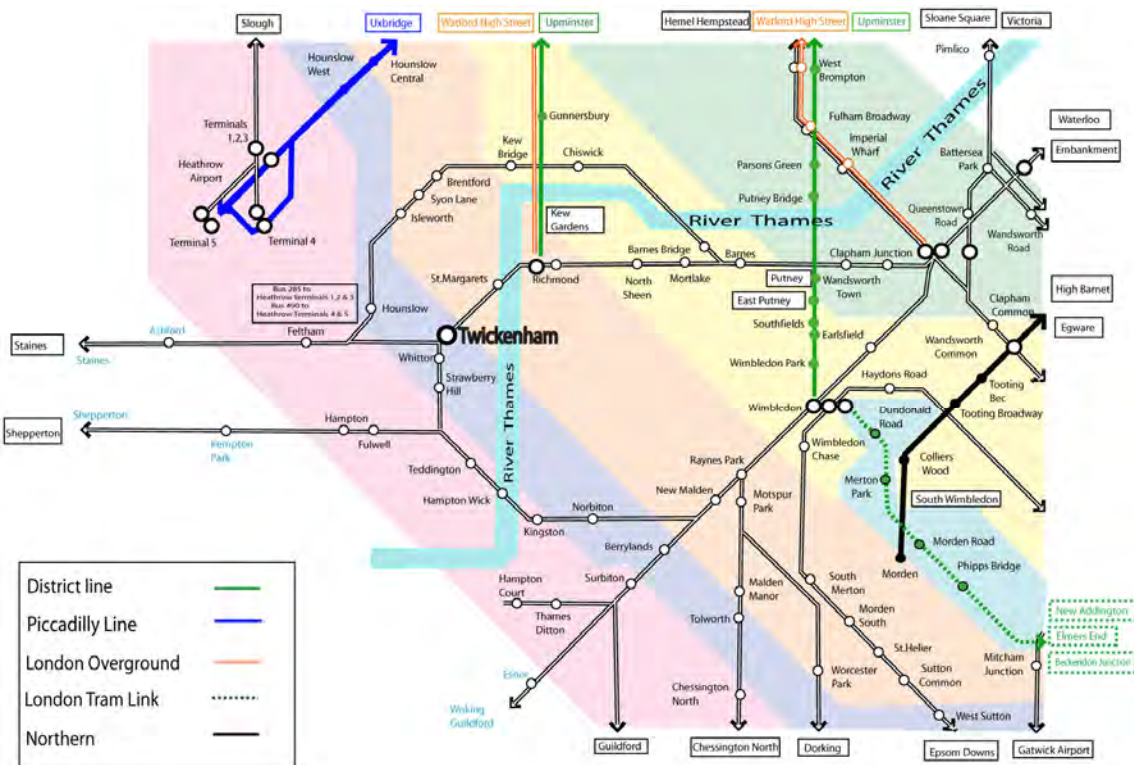


Figure 2: Rail Routes from Twickenham Station

2.3 It can be seen that there are high frequency connections to Central London and other over ground destinations.

2.4 The Station has 1 pedestrian entrance, which is situated on London road. The vehicle entrance to the station is also located off London Road, approximately 30m from the pedestrian entrance. There are stairs leading from the car park to the station.

2.5 There are 44 parking spaces at the station, including 2 disabled bays; there are also 80 cycle storage spaces on site, along with a taxi lay-by that has 2-3 taxi cab spaces.

(ii) The number of movements to and from the station at present and the mode of travel

2.6 A passenger survey for Twickenham Station was undertaken. Passenger counts were collected during the peak periods 07:00 – 10:00 and 16:00-19:00 hours.

2.7 The survey indicates approximately 2514 passengers entering and existing the station between 8am-9am at all the access points and 1814 passengers entering and exiting the station between 6pm and 7pm.

2.8 For the purpose of preparing the Transport Statement and Travel Plans data has been obtained from the National Rail Travel Survey (NRTS) from the DfT, which sets out the mode of travel to and from Main Line Services at Twickenham Station.

2.9 Table 1 shows data from the National Rail Travel Survey.

Main Mode (Hierarchical)	Access		Egress	
	Frequency	Percent	Frequency	Percent
Walked	4432	76.2%	4339	75%
Bus/coach	803	13.8%	825	14%
Car (parked at or near the station)	176	3.0%	159	3%
Car (dropped off by someone)	203	3.5%	200	3%
Bicycle	132	2.3%	128	2%
Taxi/minicab	42	0.7%	42	1%
Underground/Light Rail/Metros/Trams	26	0.4%	61	1%
Total	5814	100.0%	5754	100%

Table 1: Mode of Travel to and from Twickenham Station

2.10 It can be seen from Table 1 that over 75% of total trips to the mainline services at the station are on foot, with just over 6% of trips by car. Taxi mode represents less than 1% of trips to Twickenham Station.

(iii) The Local Highways Network

2.11 As stated previously, the station is located on London Road, in Twickenham. London Road is the A310. To the north, the A310 leads to the A316 and to the south, the A305. The A316 west turns into the M3 at junction 1, which leads to Southampton. The A316 east leads to the A4. The A4 connects to Avonmouth, near Bristol. The A305 to the east leads to the A205, which subsequently leads to the A3. The A3 runs between London and Portsmouth. The A305 west leads to the A316 and subsequently the M3.

2.12 The station in relation to the Highways Network is shown in Figure 3.



Figure 3: The Site in Relation to the Local Highways Network

(iv) Existing Bus Routes and Stops

2.13 The site is well located in relation to bus routes, with bus stops located outside of the station routing the 267 from Hammersmith to Hampton Court and 281 from Tolworth to Hounslow. There are also other bus routes served by bus stops located within the vicinity of the site. Figures 4 shows the location of the site in relation to bus stops and the bus routes near to Twickenham Station, with Table 2 setting out the routes and frequencies.

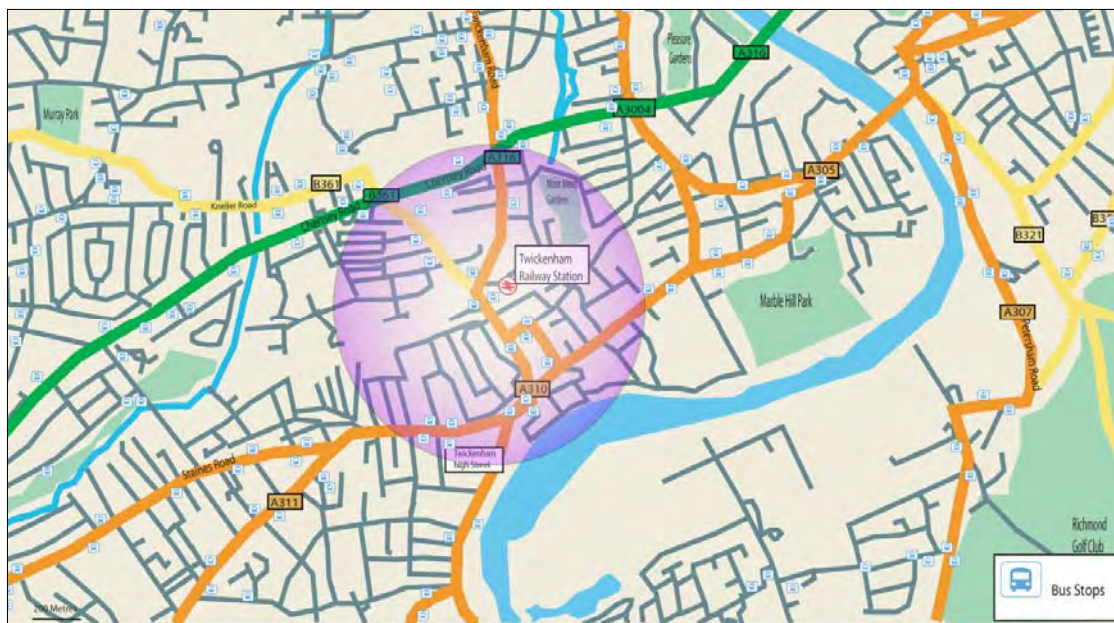


Figure 4: Location of Bus Stops and Bus Routes

Bus	Route	Frequency
281 (24 Hour)	Tolworth Broadway - Hounslow Bus Station, <i>via Teddington and Kingston and Twickenham</i>	Mon-Fri: Every 4-6 Minutes Saturday: Every 6-10 Minutes Sunday: Every 10-15 Minutes
33 (24 Hour)	Fulwell Stanley Road -Hammersmith Bus Station, <i>via Richmond, East Sheen and Twickenham.</i>	Mon-Fri: Every 5-7 Minutes Saturday: Every 10-20 Minutes Sunday: Every 15-20 Minutes
110	Hounslow Bus Station - Twickenham High Street, <i>via Richmond and East Sheen.</i>	Mon-Fri: Every 20-30 Minutes Saturday: Every 20 Minutes Sunday: Every 30-35 Minutes
290	Staines Bus Station - Twickenham High Street, <i>via Ashford Common.</i>	Mon-Fri: Every 15 Minutes Saturday: Every 20 Minutes Sunday: Every 30-40 Minutes
490	Heathrow Terminal 5 - Twickenham High Street, <i>via Feltham and Hanworth.</i>	Mon-Fri: Every 12 Minutes Saturday: Every 12 Minutes Sunday: Every 15-20 Minutes
H22	Hounslow Bell Corner - Twickenham High Street, <i>via Whitton Dean and Kneller Road.</i>	Mon-Fri: Every 12 Minutes Saturday: Every 11 Minutes Sunday: Every 20-25 Minutes
R68	Hampton Court – Twickenham High Street, <i>via Teddington Memorial Hospital and Twickenham Road.</i>	Mon-Fri: Every 10 Minutes Saturday: Every 10-20 Minutes Sunday: Every 10-20 Minutes
R70	Hampton (The Avenue) - Twickenham High Street, <i>via Wellington Road.</i>	Mon-Fri: Every 10 Minutes Saturday: Every 10-20 Minutes Sunday: Every 10-20 Minutes

Table 2: Bus Routes and Frequencies (Sourced from Traveline Web Site)

2.14 It can be seen that there is a wide network of frequent bus services stopping within the vicinity of the Station, with approximately 50 buses per hour and 24 hour access by bus.

(v) Existing Pedestrian Routes

2.15 We have considered the existing walk routes that people take to access the station and how the development proposals would affect the quality of the routes and the route choices.

2.16 The main access to the station is on London Road. There is an open area outside of the station for pedestrians. There is a footbridge that leads from Mary's Terrace to the entrance on London Road, and similarly, stairs leading from the car park to the entrance.

2.17 There is a separate access which has restricted access times, also on London Road, which leads directly to the platforms. The footbridge at the rear of the car park is only used on event days at Twickenham Stadium. Photographs of the access points to the station are shown in Figure 5.

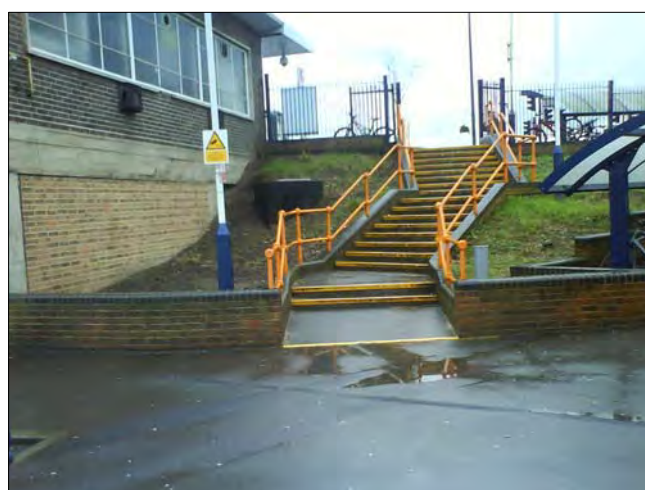


Figure 5: Photographs of Existing Access Points

2.18 It can be seen that the station is not accessible for mobility impaired users. The proposals include for an improved pedestrian area for the station, which is discussed in Section 6 of this report.

(vi) Existing Cycle Routes

2.19 The site is well located in relation to the Local and the London cycle network, as shown in Figure 6.



Figure 6: Cycle Connections

2.20 It can be seen that the site connects directly to the dedicated cycle network.

(vii) The accessibility of the site in relation to Local Amenities

2.21 The site is well located in respect of local amenities, with the high street located 0.22km from Twickenham station. We have considered in the paragraphs below, the relationship of the site to different amenities which would be used by residents, namely;

1. Education
2. Healthcare
3. Shopping
4. Leisure

2.22 There are a number of primary schools in the vicinity of the site, along with a Secondary School and a College. Figure 7 shows the location of the education facilities near to the site.

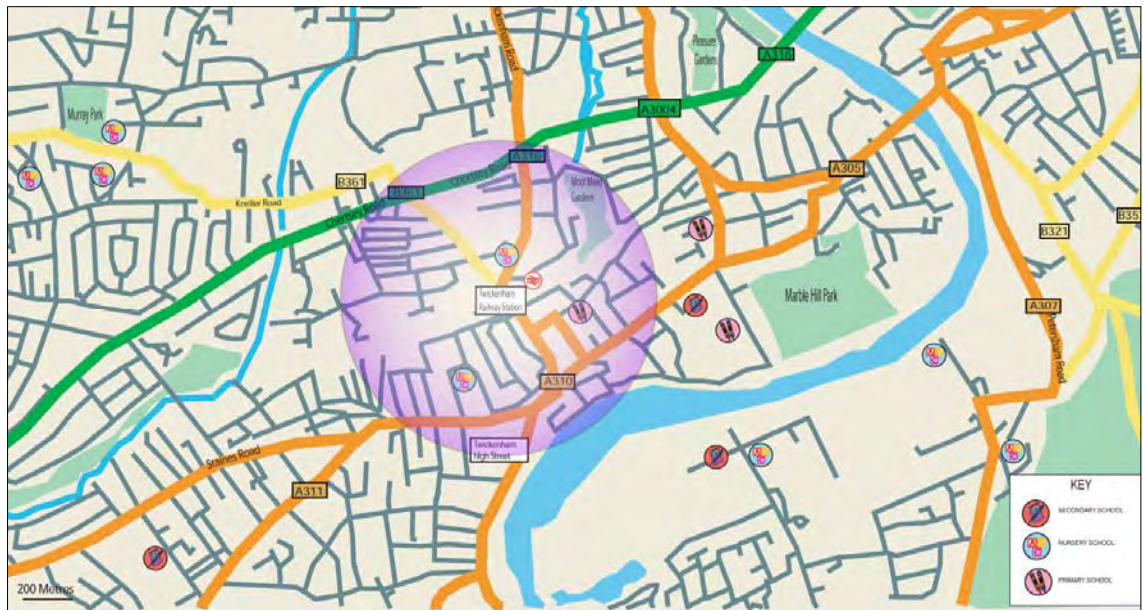


Figure 7: Location of Local Education Facilities

2.23 Figure 7 shows that the Sire is well located in relation to existing primary and secondary schools, which are listed in Table 3.

Facility	Name	Approximate Distance (metres)
Nursery	Teddies Nursery, March Road	160m
Primary School	St Mary's C of E School (Infant), Amyand Park Road	450m
Secondary School (mixed)	Orleans Park School, Richmond Road	950m

Table 3: Details of Local Education Facilities

2. Healthcare

2.24 There are a number of healthcare facilities, such as pharmacies, doctors and dentist surgeries and opticians, all within close proximity to the site. Figure 8 shows the site in relation to the healthcare facilities.

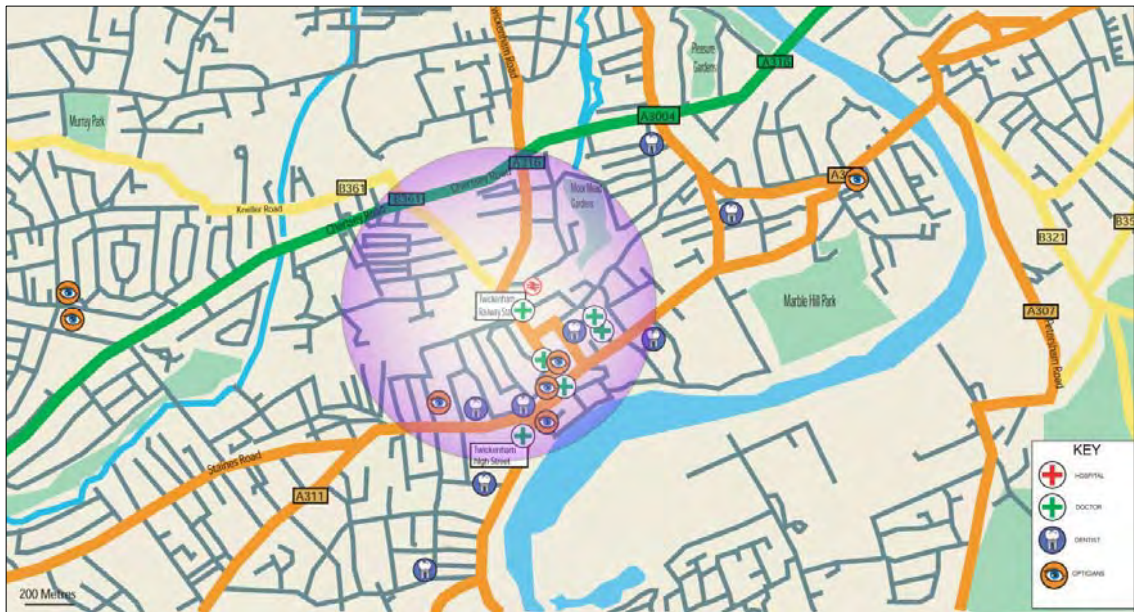


Figure 8: Location of the Site in relation to the Health Care Facilities

Facility	Name	Approximate Distance (miles)
Opticians	Specsavers Opticians, London Road	480m
Dentist	D. Donohue, King Street	650m
Doctors	Cross Deep Surgery, Cross Deep.	650m

Table 4: Details of Local Healthcare Facilities

3. Shopping

2.25 We have looked at the locations of local shopping areas, including shopping centres, supermarkets and general stores, for which we have shown in Figure 9.

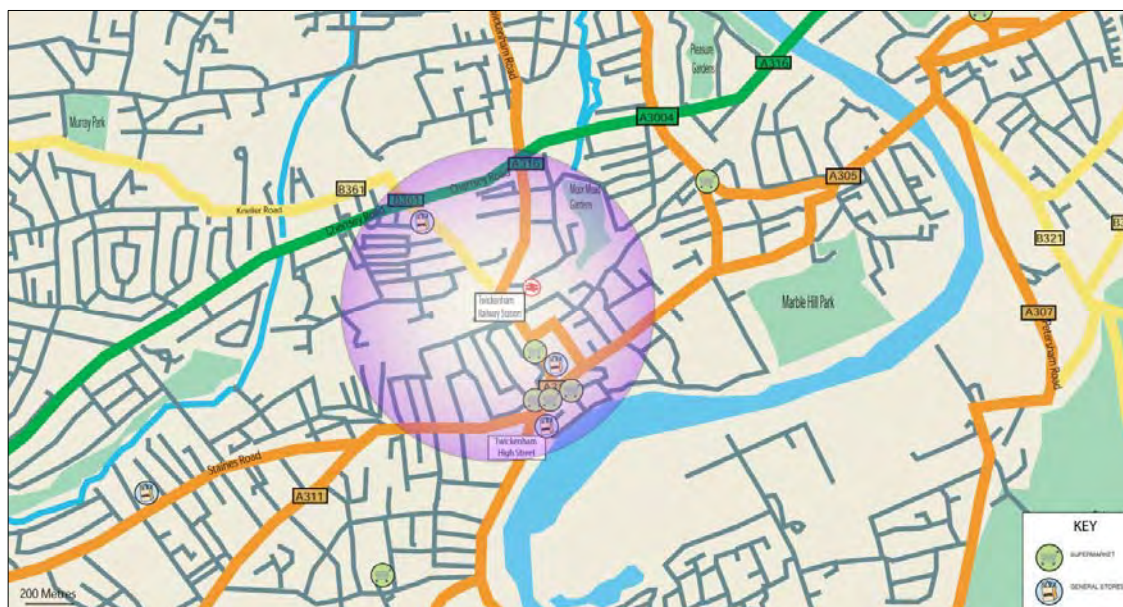


Figure 9: Location of Shopping Areas in Relation to the Station

2.26 Figure 8 show that there are a number of shopping areas near to the site, including a newsagent and a Waitrose Supermarket on London Road. Also Twickenham High Street, which has a range of amenities, is located approximately 500m away.

4. Leisure

2.27 In terms of leisure facilities, we have shown, in Figure 10, the locations of various types of leisure facilities near to the site, in particular local sports centres, Libraries, restaurants and places of worship.

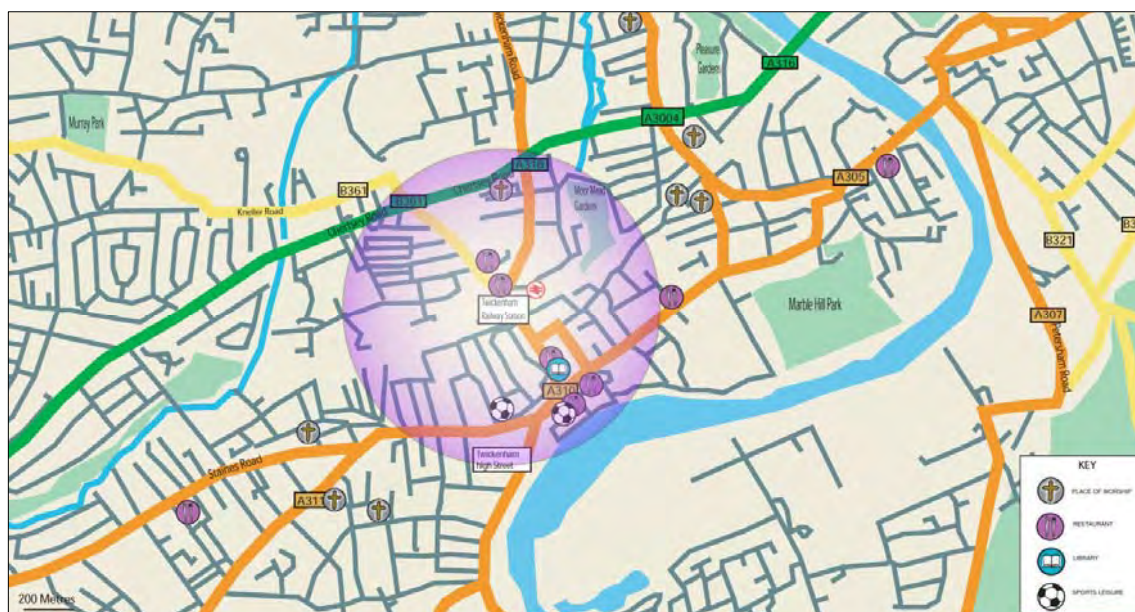


Figure 10: Location of Leisure Facilities in Relation to the Site

(viii) The Relation of the site in respect of Local Car Clubs

2.28 There are a number of existing Car Clubs within close proximity to the site; with the nearest Car Club Space being located on Grosvenor Road. The location of the existing Car Clubs in relation to the site is shown in Figure 11 and it demonstrates the ability to introduce three car club spaces within the site, which will form part of an established car club network.



Figure 11: Location of Local Car Clubs in Relation to the Site

(ix) Parking in the area

Parking at the station

2.29 There are 44 commuter parking spaces at Twickenham Station, including disabled provision. The station car park is open Monday-Friday 24 hours, and the following charges apply;

- £7.00 peak,
- After 1600 Mon-Sun £2.00 off peak,
- £7.00 daily,
- £25.00 weekly,
- £85.00 monthly,
- £255.00 three-monthly,
- £850.00 annually

Parking Restrictions

2.30 Twickenham Station lies within controlled parking zones 'C' and 'D' which both have a Monday to Saturday 8.30am – 6.30pm restriction. The Roads and the applied parking restrictions are set out in Table 5.

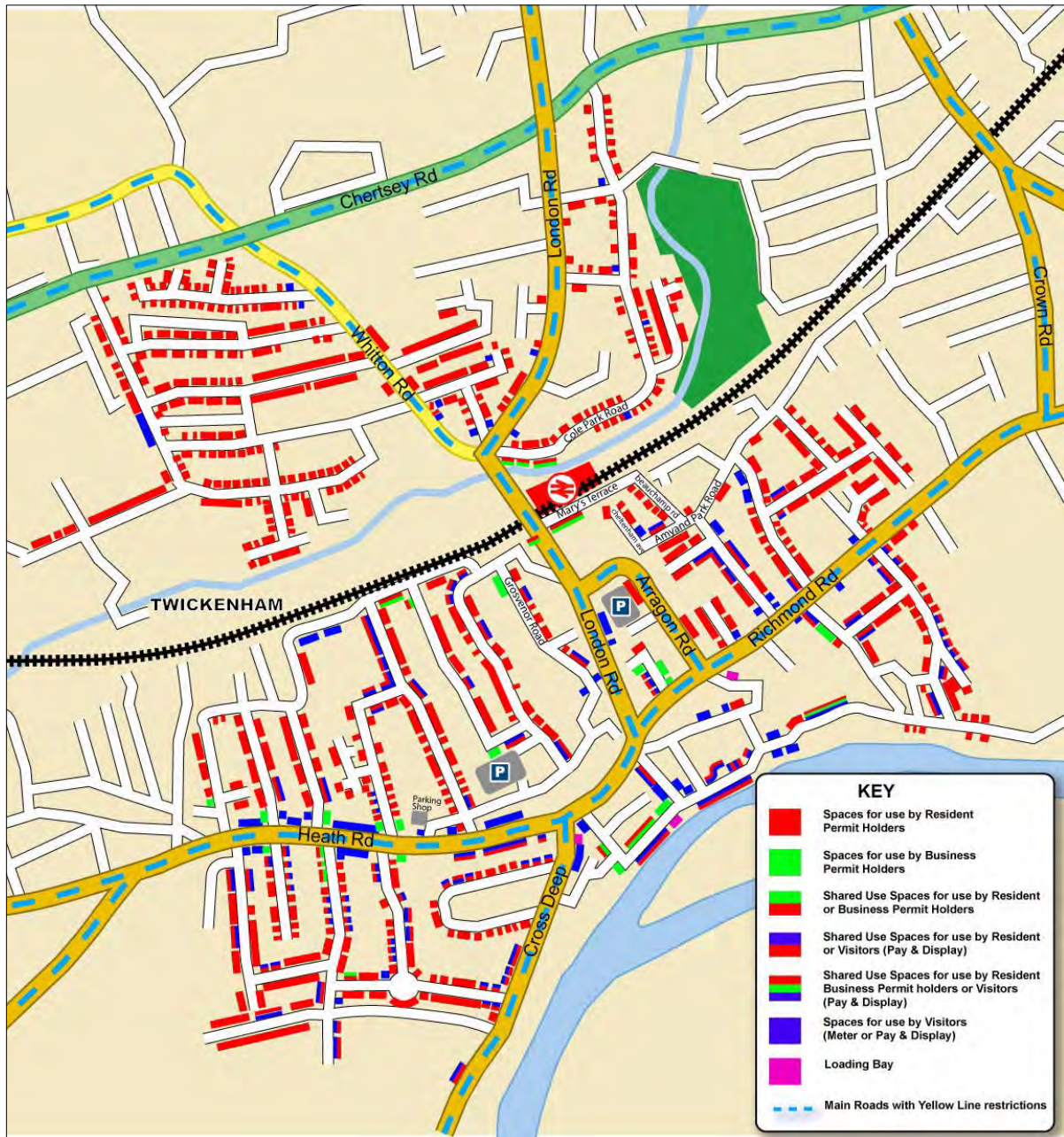


Figure 12: Controlled Parking Zone

Road Name	Parking Restriction
Mary's Terrace	Monday to Saturday 8.30am-6.30pm – Resident and Business Permit Holders Only
Beauchamp Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only
Amyand Park Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays
Cheltenham Avenue	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays
Grosvenor Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display Bays and Business Permit Holder Only Bays
Arragon Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only
Cole Park Road	Monday to Saturday 8.30am-6.30pm – Resident Permit Holders Only with Pay and Display bays

Table 5: Parking Restrictions in the Surrounding Roads

2.31 It can be seen that all of the surrounding residential roads is covered by a parking restriction. In terms of the major road network in the vicinity of the site, that includes for controls on parking at all times.

Local Car Parks

2.32 We have also looked at the local car parks in the area. Figure 13 shows the location of the local car parks with Table 6 setting out the details of the tariffs at the different car parks.

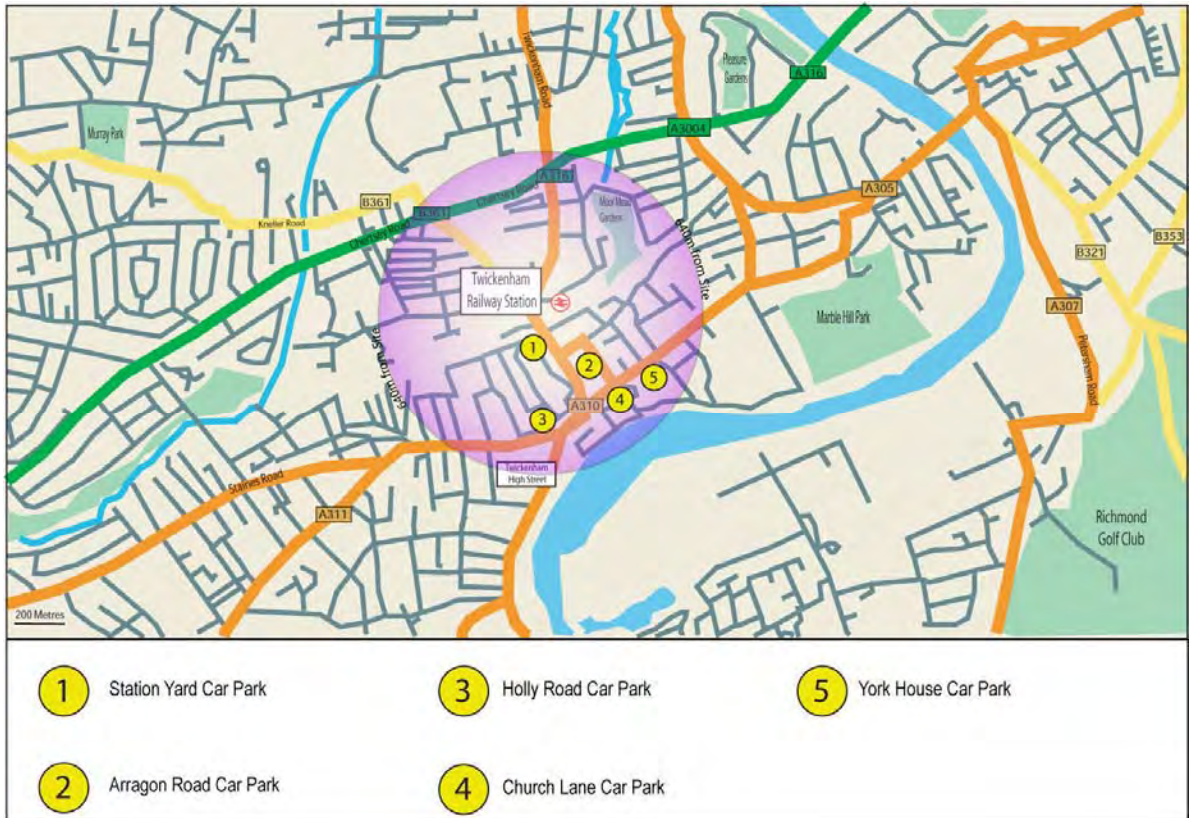


Figure 13: Local Car Park Locations

Reference to Fig 25	Name of Car Park	Car Park Location/ Details	Car Park Opening Hours	Car Park Charges
1	Station Yard Car Park	Station Yard		
2	Arragon Road Car Park	Arragon Road 437 Spaces	Monday-Saturday 07.00-24.00 Sunday 09.30-18.00	50p / 1 hour £1 / 2 hours £2.20 / 3 hours £3 / 4 hours £4 / 5 hours £5 / 6 hours £7 / day Free / Evenings Free / Sundays £10 / event
3	Holly Road Car Park	Holly Road 171 Spaces Maximum Stay: 4 hours	Monday-Saturday 08.00-18.30 (No Charge outside of these hours)	50p / 30 mins £1 / 1 hour £2 / 2 hours £3 / 3 hours £4 / 4 hours Free / Bank Holiday
4	Church Lane Car Park	Church Lane 30 Spaces Maximum Stay : 2 hours	Monday to Sunday 08.00-18.30 (No Charge outside of these hours)	£1 / 1 hour £2 / 2 hours
5	York House Car Park	York House 29 Spaces Maximum Stay: 2 hours	Monday-Saturday 09.00-17.00 (No Charge outside of these hours)	50p / 30 mins £1 / 1 hour £2 / 2 hours

Table 6: Local Car Park Details

(x) Taxis – Existing Ranks

2.33 There is a taxi rank, with space for 3 taxis and a drop-off/pick-up area, also with space for approximately 3 spaces. These are both located in lay-by's on the roadside on the station car park access road.

(xi) Safety Considerations

2.34 Accident data has been obtained from the London Borough of Richmond upon Thames, for the purpose of this Transport Statement, for part of London Road, from the junctions with Arragon Road and Whitton Road, for the last 5 years.

2.35 There have been 18 accidents in the last 5 years, with a total of 22 casualties. Of the casualties, 19 were classed as slight, with 2 serious and 1 fatal casualty. The details of this accident state that the casualty was crossing the road, not using a dedicated crossing. The locations of the accidents are shown in Figure 25.



Figure 25: Accident Data Map

2.36 The map shows that the majority of the accidents occurred at or near the junctions of London Road with Whitton Road and London Road with Arragon Road. There were 2 accidents at the crossing point near to the station, both of which had 2 casualties.

2.37 The proposals do not increase the number of vehicles on London Road, as the scheme will be car free; therefore there are no safety issues.

(xii) The site in relation to Riverboat Services – Existing Routes and Facilities

2.38 There are no Riverboat Services in the vicinity of the site.

(xiii) The site in relation to Trams – Existing Routes and Facilities

2.39 There are no Tram Routes in the vicinity of the site.

(xiv) Existing PTAL

2.40 As set out in this section, the site is in an excellent location in terms of public transport. Using the TfL Planning Information Database, we have looked at the PTAL for the site location, which shows that it has a PTAL of 5, one of the highest Accessibility Level.

Conclusions to this section

- 2.41** It is clear that the site is in a location that has good public transport connections, and the amenities are within walking and cycling distances, therefore encouraging people to travel by means other than the private car.

3.0 DEVELOPMENT DETAILS

3.1 This section of the report looks at the development details and sets out;

- (i) The Proposed Development
- (ii) The Servicing and Delivery Requirements.
- (iii) The predicted Modal Share for the residential uses

(i) The Proposed Development

3.2 The proposals are for an 115 unit residential and small retail units development at Twickenham Station, as part of a regeneration, which includes;

- Improvements to the Interchange Area
- Small Retail Units
- Public open space at station
- River side walk along the river crane from the station.

3.3 The station redevelopment includes for 35 replacement parking spaces for commuters, including 3 disabled commuter spaces, on site. The increase in disabled commuter parking spaces is in line with the increased accessibility of the station. The remaining 9 commuter spaces will be located on the Station Yard site, unless a reduction can be agreed with the Train Operating Company (TOC). The onsite commuter parking at the station will include for 3 active and 4 passive Electric Vehicle Charging Points, in line with the aspirations of the draft replacement London Plan. As stated previously, the residential element of the scheme will be car free with the exception of 3 residential disabled parking spaces and 3 car club spaces.

(II) The Servicing and Delivery Requirements

Part 2 - The Servicing Arrangements

3.4 Two servicing locations are proposed for this site. The main servicing area will be within the confines of the station, at the lower ground level, which will serve the station and 2 of the blocks of residential units. Another servicing area will be provided within a shared surface lay-by on the station concourse area. This will be for servicing of one block of residential units.

3.5 Under the Delivery and Servicing Plan, service vehicle movements will be restricted between 7.30 am and 9am and 4pm to 6pm, to ensure no conflicts with peak pedestrian flows.

- 3.6** The Delivery and Servicing Plan sets out the requirements for servicing of the different uses on site. This concludes that there will be approximately 37/38 servicing vehicles per week. This equates to 5-6 maximum on a peak day.

The Predicted Trips and Modal Share

- 3.7** The Transport Statement looked at the projected journeys and modal share for the residential development, for which is summarised below.

Vehicle Trips

- 3.8** As stated previously, the proposals are for the residential development to be car free. As set out in Section 2, all on street parking is controlled in the vicinity of the Site and the application will enter into an Obligation in respect of preventing residents from applying for permits to park in the permit areas on surrounding areas in accordance with UDP Policies.
- 3.9** All off street parking is chargeable and the station car park will be managed, as set out in the Car Parking Management Plan, which is an appendix to the Transport Statement. In simple terms a resident would have to pay at least £700 per annum to use the Station Car Park, even if they could ensure that their car was never in the car park during the peak tariff period.
- 3.10** Due to the excellent location of the site, and the fact that there will be no parking provision for residents, excepting 3 disabled bays, it is expected that there will be minimal vehicle trips from the proposed development; therefore any impact will be negligible.
- 3.11** A car parking survey was undertaken in the surrounding residential streets to analyse the available capacity of roads within 200m from the site. This concluded that there was approximately 40% capacity in the surrounding roads outside of the controlled parking zones. This is set out in a separate Car Parking Survey Technical Note, which is contained as an appendix to the Transport Statement.
- 3.12** As part of the Car Parking Management Plan, on-going monitoring of the surrounding roads will take place to ensure that there is no impact on parking as a result of the proposed development.
- 3.13** In terms of visitor trips, we have considered the results of surveys undertaken at Plough Lane, Wimbledon as part of the Travel Plan Monitoring. The survey showed that for the 570 unit development, 23% of them had visitors. The split between car and non car modes for visitors was 30% car and 70% non car.
- 3.14** If these figures were translated for the proposed application, this would demonstrate at most 11 vehicle visitor trips to the development by car per day. It is noted that free unrestricted car parking is available in the Streets around Plough Lane.

3.15 Therefore it can be concluded that the number of vehicle trips to the Residential Development would be nominal.

Modal Share

3.16 TRAVL Data was used to predict the modal share and the number of peak trips to and from the development, which was analysed in the Transport Statement. The projections are set out in Table 7.

Mode		AM (07.00-09.00)	PM (16.00-18.00)
All Car Drivers	0%	0	0
Car Passenger	1%	3	3
Underground	4%	8	9
Rail	44%	93	98
Bus	9%	19	20
Motor Cycle	1%	2	3
Pedal Cycle	4%	8	8
Walk	37%	77	81
TOTAL	100%	210	221

Table 7: Projected Pedestrian Trips for the Residential Uses

3.17 Table 7 shows that the projected number of peak hour trips is 210 for the am peak and 221 the pm peak, the majority of which are rail trips and trips on foot.

4.0 PROPOSED TRAVEL PLAN MEASURES

4.1 This section of the report looks at the proposed Travel Plan measures to encourage residents to travel by means other than the private car.

4.2 As described in Section 1, the Travel Plan measures involve:

- (i) Provision of a Car Club on site;
- (ii) An information package which would make residents aware of the means to make their journeys by means other than the private car. (Welcome Packs.);
- (iii) Introduction of a Community Travel Website;
- (iv) Car-Capping
- (v) Safe and Secure cycle parking
- (vi) Access Management for Event Days

4.3 These measures are recognised by both the Department for Transport and Transport for London in respect of their guidance 'Making Travel Plans Work-Best Practice Guidelines (August 2007)', for which the Author of the report is the Travel Planner for two of the schemes identified in the Best Practice Guidance.

(i) Introduction of a Car Club on site

4.4 It is recognised that not all trips by residents can be made by means other than the private car. This may be for a number of reasons, including:

- It is a trip to a place not well connected by public transport;
- It is a trip to be undertaken at a time of day which cannot be made by public transport;
- Whilst the trip could be made by public transport, the resident may have perfectly justifiable reasons not to do so;
- security concerns because of the time of travel; and
- The person may be carrying materials which are not suitable through either the size or weight to be carried on public transport.

4.5 It is proposed to introduce a Car Club on site. There will be space for 3 Car Club vehicles on site, which will be accessible to all residents as well as the neighbourhood as a whole. Figure 14 gives an example of a Car Club vehicle.



Figure 14: Example of a Car club Vehicle

4.6 In addition to the Car Club, the Community Travel Web Site will also have a Car Share link to enable residents to sign up to a Car Sharing Scheme.

(ii) *An information package which would make residents aware of the means to make their journeys by means other than the private car. (Welcome Packs.)*

4.7 A Welcome Pack will be provided to all residents when they move into their homes. An illustration of how the community Welcome Pack could look is shown in Figure 15.

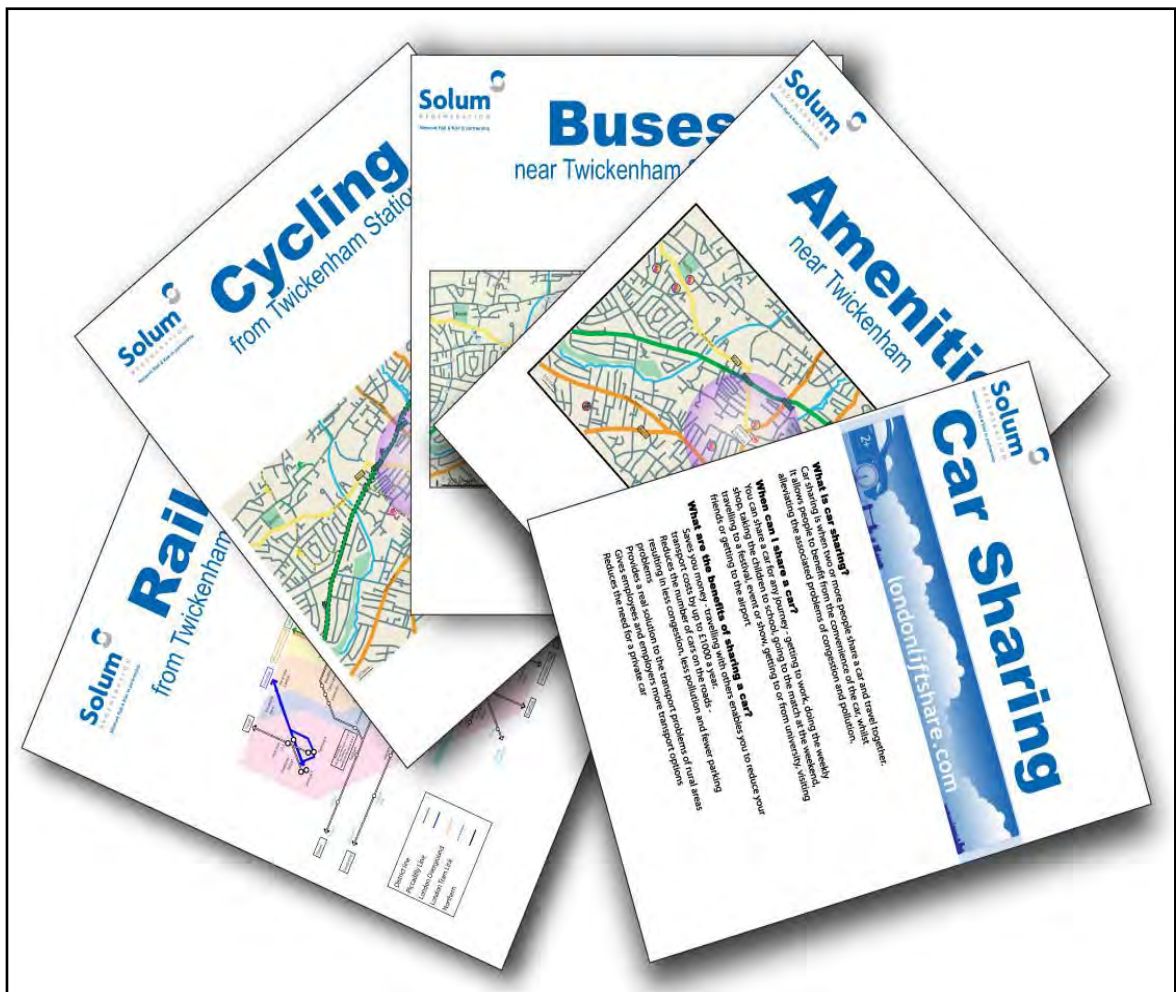


Figure 15: An indication of the Welcome Pack and Contents

4.8 Information that will be contained within the Welcome Pack will include details of public transport journey times, cycle routes, details of local amenities within a convenient walk distance, details of online shopping facilities and details of the Car Club for residents at Twickenham.

4.9 In addition, the Welcome Pack may contain contact details for the local schools, for example showing whether the school is operating a safe route to school scheme.

(iii) Community Travel Website

4.10 The Community Travel Web Site will provide further detail for residents in respect of local amenities and their travel options, which is explained subsequently. An example is shown in Figure 16.

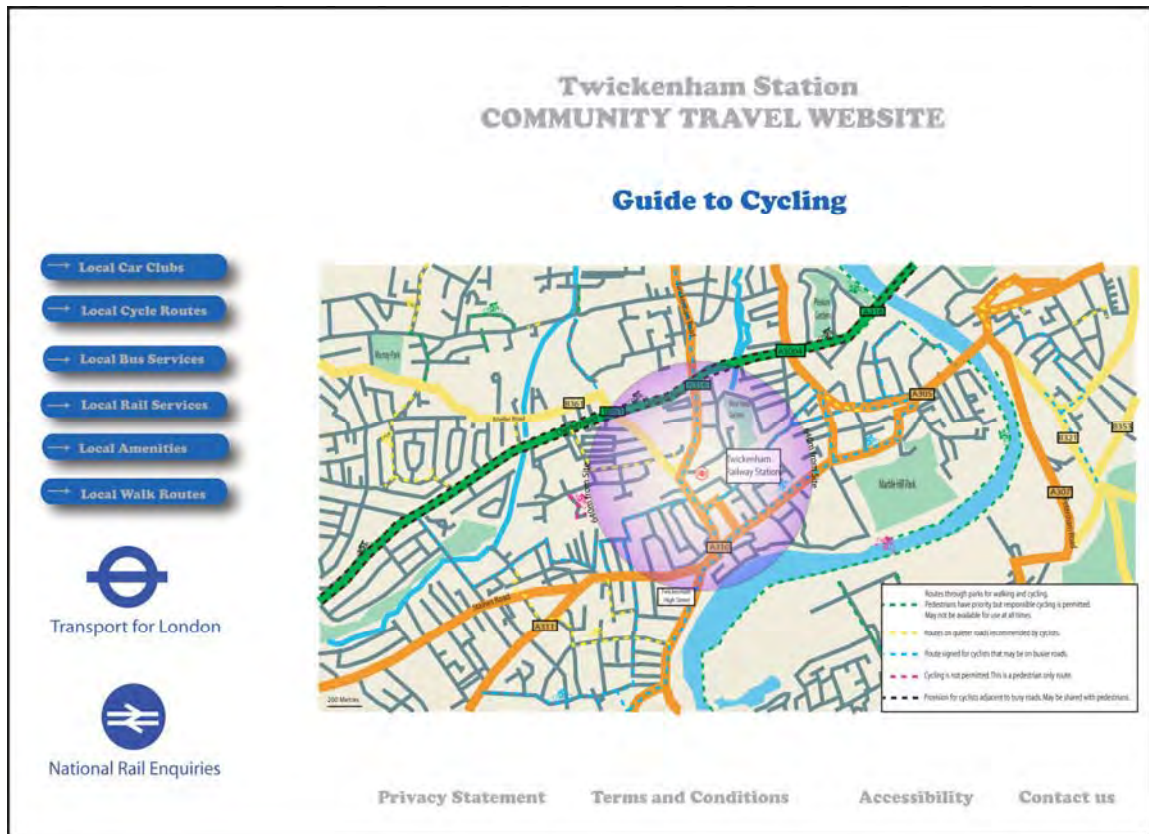


Figure 16: Illustration of how the Community Travel Website could look

4.11 A particular feature of the Community Travel Web Site is the ability for residents to find details of local amenities, particular local shops, restaurants, doctors and dentists. Example pages from the Community Web Site are illustrated in Figure 17 on the following page. An example web site can be found at www.reynoldsgatetravel.co.uk

**Twickenham Station
COMMUNITY TRAVEL WEBSITE**

Guide to Cycling

- Local Car Clubs
- Local Cycle Routes
- Local Bus Services
- Local Rail Services
- Local Amenities
- Local Walk Routes

Transport for London

National Rail Enquiries

Routes through parks for walking and cycling. Pedestrians have priority but responsible cycling is permitted. May not be available for use at all times.

Routes on quieter roads recommended by cyclists.

Roads signed for cyclists that may be on busier roads.

Cycling is not permitted. This is a pedestrian only route.

Provision for cyclists adjacent to busy roads. May be shared with pedestrians.

[Privacy Statement](#) [Terms and Conditions](#) [Accessibility](#) [Contact us](#)

Network Rail & Kier in partnership

- Local Car Clubs
- Local Cycle Routes
- Local Bus Services
- Local Rail Services
- Local Amenities
- Local Walk Routes

Transport for London

National Rail Enquiries

**Welcome to the Twickenham Station
COMMUNITY TRAVEL WEBSITE**

[Privacy Statement](#) [Terms and Conditions](#) [Accessibility](#) [Contact us](#)

Figure 17: Example of Website Pages

4.12 The community travel website will provide, in addition to the Welcome Packs, information on the local public transport, Taxi Hire, Car sharing and the Car Club, extensive local amenities and facilities, walk maps and cycle maps and cycle training and real time train/ bus information. It will also provide information of travel events that are happening, and a travel forum.

4.13 Travel Notice Boards aren't being used for this development as a Community Travel Web Site has proved, from other developments, to be a more efficient and more effective way of promoting travel.

(iv) Car Capping

4.14 As stated previously, the proposals include for the development to be a car free scheme, excepting 3 disabled parking bays, which will be allocated.

4.15 To further encourage travel by means other than the private car, and to discourage car ownership, the scheme will be car-capped, which disallows residents to apply for parking permits to park in local residential roads.

4.16 This will ensure that there are no detrimental effects to parking availability for residents surrounding the site, and that there will be no impacts of the local highways network.

(v) Safe and Secure cycle parking

4.17 To encourage cycling as a sustainable mode of travel for residents, 208 safe and secure cycle parking will be provided which is provision of a higher level that set out in the draft replacement London Plan policy. The cycle parking for residents will be allocated to each block (Block A-60 spaces, Block B-104 spaces and Block C-44 spaces) and will be provided in a secure area by the relevant core entrances.

(vi) Access Management for Event Days

4.18 As the station gets busy when events are taking place at Twickenham Stadium, part of the Travel Plan will include keeping residents aware of any local events via the Community Travel Web Site. This will include dates and times of events, along with times when the development is expected to be busy. This will ensure that residents can plan their day around these time periods.

Coordination of the Development Travel Plans

- 4.19** The proposals for the redevelopment of the station include for a Station Travel Plan, which has individual targets and objectives. The proposals include for a coordination of the Travel Plans to ensure their individual success and the success for the overall development. This will include;
- a. Joint Steering Group
- 4.20** The Travel Plan Coordinators will arrange for joint Steering Groups, which will include residents and station users and staff.
- 4.21** The steering group is responsible, under the guidance of the Travel plan Coordinator, for assessing the local issues, gathering ideas, suggesting potential measures and initiatives, and developing, implementing and monitoring the Action Plan.
- b. Joint Marketing and Events
- 4.22** The Travel Plan Coordinators will arrange marketing events on site to further inform all of the development users (residents and station users and staff) of the available modes of travel for them. These could include cycle events, walking workshops etc.

Conclusions to this section

- 4.23** The proposals involve a number of innovative measures designed to encourage people to make journeys by means other than the private car, and to create a culture of travel from the outset.

5.0 IMPLEMENTATION AND MONITORING OF THE TRAVEL PLAN

5.1 We have set out, in the previous section, the suggested package of measures that would form the Travel Plan. In this section we discuss how they would be implemented, and their performance monitored.

The Travel Coordinator and Travel Responsibilities

5.2 The responsibilities for the implementation lie with the Travel Coordinator. The Coordinator will be responsible for:

- Liaison with the different operators and suppliers;
- Liaison with the Local Authority;
- Liaison with the Travel Coordinator for the Station Travel Plan;
- The provision of information/marketing materials for residents;
- Arranging an induction system on site to explain for example the use of the car share scheme together with the other non car facilities; and
- The monitoring of the scheme as discussed subsequently.
- Setting up and facilitating the steering group
- The set up of marketing events for residents, to involve station users and staff.

5.3 A Travel Coordinator will be established prior to first occupation of the development, for which the details of the Travel Coordinator will be provided to the Local Planning Authority, and will form part of the Section 106 Agreement. Table 8 sets out the roles of the Travel Coordinator and how long will be spent on each task.

Travel Coordinator Role	Time spent for each task (days per month)
1. Liaison with the different operators and suppliers	3 to 5 initially and then 1 to 2 on average
2. Liaison with the Local Authority	1 to 2 initially and then primarily at the time of the monitoring surveys
3. The provision of information/marketing materials for residents and companies occupying the units	5 to 10 days every 6 months and 1 day per month in between
4. Arranging an induction system	2 to 3 days at different phases of the development
5. Monitoring of the scheme	Approx 10 days on an annual basis
6. Setting up and facilitating a steering group	Initial set up – 10 to 14 days 2 to 3 days per meeting
7. The set up of marketing events	5-7 days per event

Table 8: Roles and Time Consumption of the Travel Coordinator

Monitoring and Performance

- 5.4** The main objective of this Travel Plan is to encourage residents to travel by means other than the private car and to create a culture of travel from the offset.
- 5.5** In order to test the effectiveness of the proposals, it is proposed to monitor how people are travelling. The surveys would be undertaken 6 months from the occupation of the 1st dwelling and repeated every 12 months for a period of 5 years.
- 5.6** The following surveys would be undertaken:
1. ATC's at the entrances to the development;
 2. A questionnaire survey to determine how people are travelling. This would include the surrounding residential areas that would benefit from the proposals; and
 3. Monitoring the use of the Car Club and the cycle parking facilities.
- 5.7** The surveys would be reported to the annual monitoring meeting.

Agenda for the Annual Monitoring Meeting

5.8 The Annual Monitoring Meeting would consider the results of the survey report.

Objectives

5.9 The objectives involved in achieving the aims of Travel Plan are set out below;

- (i) Reduce the number of single occupancy vehicle trips travelling to and from the site;
- (ii) Promote and endeavour to maximise the use of non car modes of transport to the site, such as walking, cycling and public transport;
- (iii) To establish the management of the Travel Plan by appointing a Travel Plan Coordinator, who will be responsible for the implementation and operation of the Travel Plan and to undertake the monitoring, discussed in Section 9; and
- (iv) To introduce a package of measures, which will include long term and short term initiatives, which will assist travel by sustainable modes.

5.10 More specific objectives for the development;

- (i) Address residents need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- (ii) To ensure that a culture of travel by means other than the private car is established from the outset, by access to the car club on site and local car clubs, knowledge of the Community Travel Web Site and the Travel Packs and the cycle facilities available on site; and
- (iii) Promote healthy lifestyle and sustainable communities.

Targets

5.11 The Targets that have been set for the Travel Plan are SMART Targets, (Specific, Measurable, Achievable, Realistic and Time-bound). Three targets will be set for the monitoring of this Travel Plan, these will be;

- (i) Trip Target;
- (ii) Single Occupancy Vehicle Trips
- (iii) Walking and Cycling Target.

5.12 These are discussed subsequently.

(i) Trip Target

- 5.13** Although the development will be a car free scheme and the predicted number of vehicle trips by residents will be nominal, this will be monitored. Therefore the first target of the Travel Plan should be the number of trips that are made from the development. After the first 6 months of residency a survey will be undertaken to establish the number of car trips that are being made into and out of the development. The interim target will be the modal split set out in Section 3 of 0 car trips as a driver and 3 am peak period trips and 4 pm peak period trips as a car passenger. Following the initial survey a new target will be set for the next survey.
- 5.14** The Travel Coordinator would submit proposals to the Annual Monitoring meeting based upon the results of the monitoring surveys, which would demonstrate how effective the different measures have been.

(ii) Single Occupancy Vehicle Trip

- 5.15** As with the first target, the number of predicted vehicle trips from the development will be minimal, meaning single occupancy vehicle trips will also be minimal. It is proposed that the second target of the Travel Plan Monitoring is the number of Single Occupancy Vehicle Trips. After the first 6 months residency a survey will be undertaken to establish the number of single occupancy car trips that are being made into and out of the development. The interim target will be the modal split as set out in Section 3, which is 0 am and pm peak period SOV trips. Following the initial survey, a new target will be set for the next survey which will be a percentage shift from the baseline data obtained by the survey.
- 5.16** The Travel Coordinator would submit proposals to the Annual Monitoring meeting based upon the results of the monitoring surveys, which would demonstrate how effective the different measures have been.

(iii) Walking and Cycling Target

- 5.17** After the first 6 months of residency, a survey will take place to determine the different modes of transport by residents. This will include the proportion of total journeys made on foot and by cycle. The interim target will be the modal share of people walking and cycling, as set out in Section 3, which is 105 am peak period and 111 pm peak period of people on foot and 11 am and pm peak period trips on cycle. Once the initial surveys have been undertaken then a new target will be set for the following survey, which will be an increase from the baseline data.
- 5.18** The Travel Coordinator would submit proposals to the Annual Monitoring meeting based upon the results of the monitoring surveys, which would demonstrate how effective the different measures have been.

-
- 5.19** These are interim targets, with the final targets being set after the initial survey for year 3. The Travel Plan targets are set for 5 years, with an annual review. The targets will be finalised with the local authority prior to occupation of the development.
- 5.20** Table 9 overleaf sets out the objectives and targets for the Travel Plan.

Objective	Target	Benefits	Measure	Short/ Medium/ Long Term	Completion Date (month/year)	Responsibility
To encourage walking to and from the new development	Modal share – 37% on foot	<ul style="list-style-type: none"> •Health •Environment •Financial 	Provision of Travel Packs which will contain walk maps	Short	Before commencement of first occupation	Developer Requirement, part of application
			Provision of a Community Travel Web Site which will contain information on walking in the local area	Medium	Before commencement of first occupation	Developer Requirement, part of application
Encourage cycling	Modal Share – 4% by cycle	<ul style="list-style-type: none"> •Health •Environment •Financial 	The provision of Travel Packs which will contain cycle maps and information of local cycle shops	Short	Before commencement of first occupation	Developer Requirement, part of application
			The provision of a Community Travel Web Site, which will contain cycle maps and information on cycling	Medium	Before commencement of first occupation	Developer Requirement, part of application
			The provision of Secure Cycle storage on site	Long	Before commencement of first occupation	Developer Requirement, part of application
			Availability of Cycle training for residents, which will be contained on the Community Travel Web Site	Long	Before commencement of first occupation	Developer Requirement, part of application
To encourage multiple car occupancy	Modal Share – 1% of trips by car.	<ul style="list-style-type: none"> •Environment •Financial 	The promotion of Car Sharing through the Community Travel Web Site and the Travel Packs	Medium	Before commencement of first occupation	Developer Requirement, part of application
To encourage trips to be made by bus	Modal Share – 9% by bus	<ul style="list-style-type: none"> •Environment 	The Provision of Travel Packs which will include bus maps and timetables	Short	Before commencement of first occupation	Developer Requirement, part of application
			The provision of a Community Travel Web Site which will include bus maps and up to date timetables and bus information	Medium	Before commencement of first occupation	Developer Requirement, part of application

Table 9: Travel Plan Objectives

The Survey Data

- 5.21** The data that will be collected from the surveys will conform with the required Databases;
- (i) iTRACE; the data from the Travel Plan Monitoring will be provided in the correct format to be added to the iTRACE database; and
 - (ii) TRAVL; the data from the Travel Plan Monitoring will be provided in the correct format to be added to the TRAVL database.

Contingency Measures if the Targets are not met

- 5.22** The survey results contained above will be reported to the annual meeting. If the targets are not met, the Travel Plan Coordinator will report on additional measures to be used in order to ensure that the Targets are met by the time of the next meeting.

6.0 FUNDING, SECURING AND ENFORCEMENT

6.1 The Travel Plan will be secured through the Section 106 Agreement that will accompany a planning approval for the development, once permission is in place.

6.2 Based on normal practice the Travel Plan will be appended to the Section 106 Agreement. In addition, the Section 106 Agreement will include for a requirement to identify the name of the Travel Coordinator prior to the commencement of development. This will ensure;

- (i) That the Role of the Travel Coordinator and the duties as specified in Section 6 are included within the legal agreement;
- (ii) That the implementation of the Travel Plan measures including all the marketing and fiscal incentives are a legal requirement to be implemented when the development proceeds; and
- (iii) That the monitoring surveys and reporting as set out in Section 6 is a legal requirement for the development.

6.3 Based upon the fact that the Travel Plan will form a legal agreement then the developer will put in place the full funding required to implement and monitor the travel plan.

7.0 CONCLUSIONS

- 7.1** This Travel Plan has been prepared on behalf of Solum Regeneration, a joint venture between Network Rail and Kier property, to support an application for the comprehensive redevelopment of Twickenham Station to provide a new station concourse facility, an improved transport interchange, 734sqm of commercial floorspace and residential accommodation (115 units) together with associated car parking and soft and hard landscaping including a new riverside walkway. The proposals also include for the relocation of the south bound bus stop on London Road, and the introduction of 3 car club spaces which will form part of an existing car club network. Using local census data the number of expected residents on site is 150.
- 7.2** The main objective of this Travel Plan is to encourage residents to travel by means other than the private car and to create a culture of travel from the offset.
- 7.3** Due to the excellent accessibility of the site, the proposals are for the residential development to be a car free scheme, excepting for 3 disabled parking bays and 3 car club spaces, which will form part of an existing car club network. For the residents, the scheme will be car capped meaning residents will not be able to apply for a permit to park in the surrounding areas. Therefore the number of residential vehicle trips will be nominal.
- 7.4** Twickenham Station is located on London Road, approximately 0.22km from the High Street. Twickenham is the starting point for trains running to; Reading via Hounslow and Brentford, London Waterloo via Kingston and Windsor and Eaton Riverside. There are also a number of bus routes that service Twickenham, with wide variations of destinations that can be reached. There are approximately 50 buses per hour with connections to Feltham and Richmond, and 24 hour access by bus.
- 7.5** We have analysed the projected modal share of the proposed development, which is set out in section 3 of this report. The highest projected mode of travel from the development is rail trips, with 44% of trips by this mode. This equates to 133 am peak period (7am-9am) trips and 139 pm peak period (4pm-6pm) trips from the development. This is followed by walking as the second highest mode with 37% of trips by this mode.
- 7.6** Notwithstanding the excellent location of the site, a package of measures is proposed to further encourage sustainable travel.
- 7.7** The proposed Travel Plan measures, could be categorised under 5 headings:
- Provision of a Car Club on site including space for 3 Car Club vehicles;

-
- An information package which would make residents aware of the means to make their journeys by means other than the private car. (Welcome Packs);
 - Introduction of a Community Travel Website; and
 - A Car Capping Scheme.
 - Access Management on Event Days

7.8 These measures are recognised by both the Department for Transport and Transport for London in respect of their guidance 'Making Travel Plans Work-Best Practice Guidelines (August 2007)', for which the Author of the report is the Travel Planner for two of the schemes identified in the Best Practice Guidance.

7.9 This report has been prepared in accordance with Transport for London (TFL) 'Guidance for Residential Travel Planning in London'.

Travel plan name	Twickenham Residential
Planning application reference number	NA
Name of travel plan author	Rebecca Hobbs
Email address of travel plan author	rhobbs@mayerbrown.co.uk
Telephone number of travel plan author	01483750508
Name of travel plan assessor	Ian Mitchell
Job title/role of travel plan assessor	Head of Strategic Projects

Section 1 - Travel Plan : Background	9/9
Section 2 - Policy	1/3
Section 3 - Site Assessment	10/10
Section 4 - Travel Survey	9/9
Section 5 - Objectives	2/2
Section 6 - Targets	11/11
Section 7 - Travel Plan Management	12/12
Section 8 - Measures	9/9
Section 9 - Monitoring And Review	6/6
Section 12 - Action Plan	2/2
Section 10 - Securing And Enforcement	2/2
Section 11 - Travel Plan Funding	12/12
Section 13 - Final Comments	0/0

SECTION 1 - Travel Plan : Background		9/9
1. Does the travel plan include 1) full address of the development and 2) contact details for the person responsible for preparing the travel plan?	Paragraph 1.1/Page 2	2/2
2. Does the plan include details of the number of other users (e.g. visitors, deliveries) expected on site, if these are likely to be significant?	Paragraph 1.1	1/1
3. Does the plan include details of the number of residents expected on site?	Paragraph 1.1	1/1
4. Does the travel plan include	Section 1	3/3

introductory text that adequately sets the scene?		
5. Has a completed iTRACE pro-forma document been submitted with the travel plan?	Appendix A	2/2
SECTION 2 - Policy		1/3
6. Does the travel plan include reference to 1) national and regional policy and 2) local/borough policies linked to travel planning?	Contained within TS, which this TP forms an appendix to	0/2
7. Does the travel plan demonstrate awareness of travel planning best practice?	Paragraph 1.4	1/1
SECTION 3 - Site Assessment		10/10
8. Are details of the local road network provided?	Paragraph 2.11	1/1
9. Is walking infrastructure in and around the site considered?	Paragraphs 2.21 - 2.27	2/2
10. Is cycling infrastructure in and around the site considered?	Paragraph 2.19	2/2
11. Is use of the car considered?	Paragraph 2.28	1/1
12. Have details of all relevant public transport options and infrastructure been provided?	Paragraphs 2.3-2.5 and Paragraphs 2.13-2.14	3/3
13. Has a review of local amenities been undertaken?	Paragraphs 2.21 - 2.27	1/1
SECTION 4 - Travel Survey		9/9
14. Have iTRACE (TRAVL where applicable) compliant site user travel surveys been proposed?	Paragraph 5.21	3/3
15. Is the travel plan based on data either from TRAVL, the Transport Assessment, the census or other local data?	Paragraphs 3.7-3.17	3/3
16. Is a baseline modal split (or maximum number of trips per day) identified for the site?	Paragraph 3.7-3.17	3/3

SECTION 5 - Objectives		2/2
17. Does the travel plan include relevant objectives that are linked to the specific context of the site?	Table 9	1/1
18. Do objectives cover a range of outcomes e.g. environment and health?	Table 9	1/1
SECTION 6 - Targets		11/11
19. Has a target for mode share of single occupancy vehicles been proposed?	Paragraphs 5.15-5.16	3/3
20. Are the targets SMART?	Paragraph 5.11	3/3
21. Have targets been set for 3 and 5 years after occupation?	Paragraph 5.19	3/3
22. Are targets linked to objectives?	Table 9	1/1
23. Is it clear when targets will be finalised?	Table 9	1/1
SECTION 7 - Travel Plan Management		12/12
24. Has a Travel Plan Co-ordinator been identified or is there agreement on when a Co-ordinator will be in place?	Paragraph 5.3	1/1
25. Have the roles and responsibilities of the travel plan co-ordinator been made clear and is the amount of time they will spend on the travel plan sufficient?	Paragraph 5.2	1/1
26. 1) Have the Travel Plan Co-ordinator roles and responsibilities been made clear; 2) Is the amount of time they will spend on the travel plan sufficient?	Paragraph 5.2 Table 8	8/8
27. Is it clear what marketing activities will be 1) carried out and 2) by whom?	Paragraph 5.2 Table 8	2/2

SECTION 8 - Measures		9/9
28. Are there walking measures proposed?	Paragraphs 4.7-4.13	1/1
29. Are there cycling measures proposed?	Paragraphs 4.7-4.13/4.17	1/1
30. Are public transport measures proposed?	Paragraphs 4.7-4.13	1/1
31. Are car-share/car club measures proposed?	Paragraphs 4.4-4.6	1/1
32. Are car parking management measures proposed?	Paragraphs 4.14-4.16	1/1
33. Are there measures linked to reducing the need to travel?	Paragraph 4.8	1/1
34. To what extent do measures support the objectives of the travel plan and context of the site?		3/3
SECTION 9 - Monitoring And Review		6/6
35. Is a clear monitoring programme that adheres to the standardised approach included?	Paragraphs 5.4-5.7	5/5
36. Is it clear who is responsible for monitoring?	Paragraph 5.2	1/1
SECTION 12 - Action Plan		2/2
37. Is an Action Plan provided which includes: 1) short/medium/long term actions; 2) timescales and responsibilities?	Table 9	2/2
SECTION 10 - Securing And Enforcement		2/2
38. Is it clear how the travel plan will be secured?	Section 6	2/2
39. Is a section 106 agreement drafted/in place that ensures the delivery of the travel plan and/or		0/0

its measures?		
40. Is the travel plan consistent with the S106 agreement?		0/0
SECTION 11 - Travel Plan Funding		12/12
41. Have funding streams been identified?	Section 6	2/2
42. Has a budget been set for travel plan measures?	Section 6	2/2
43. Are the funding implications clear for the: 1) travel plan co-ordinator 2) monitoring programme?	Section 6	8/8
SECTION 13 - Final Comments		
44. Do you have any final comments?		
PASS		85/87

Appendix A

iTrace Workplace Pro-Forma



iTRACE Workplace Travel Plan Pro-forma

	1st	2nd	3rd
Submission Date	28/02/2011		

Organisation Information

Business/Org Name Solum Regeneration - Twickenham Station

Business Activity *(select only one)*

- | | |
|--|---|
| <input type="checkbox"/> Bingo | <input type="checkbox"/> Light industry |
| <input type="checkbox"/> Bowling | <input type="checkbox"/> Nightclub |
| <input type="checkbox"/> Cinema | <input type="checkbox"/> Office |
| <input type="checkbox"/> Day nursery | <input type="checkbox"/> Other |
| <input type="checkbox"/> Property Developer | <input type="checkbox"/> Public House |
| <input type="checkbox"/> Financial & Professional Services | <input checked="" type="checkbox"/> Residential |
| <input type="checkbox"/> Garden centre | <input type="checkbox"/> Residential care |
| <input type="checkbox"/> General industry | <input type="checkbox"/> Restaurant (min 25 cap.) |
| <input type="checkbox"/> Golf courses | <input type="checkbox"/> Retail park |
| <input type="checkbox"/> Health centre | <input type="checkbox"/> Retail warehouse |
| <input type="checkbox"/> Health Clubs and Sports | <input type="checkbox"/> School |
| <input type="checkbox"/> Hospital | <input type="checkbox"/> Storage & distribution |
| <input type="checkbox"/> Hostel | <input type="checkbox"/> Supermarket |
| <input type="checkbox"/> Hotel | <input type="checkbox"/> Take-Away/Fast Food |
| <input type="checkbox"/> Leisure Complex | |

Site Information

Address Twickenham Station,
London Road,
Middlesex

Post Code TW1 3SX



Land Use (*select only one*)

- | | |
|---|---|
| <input type="checkbox"/> Assembly and Leisure | <input type="checkbox"/> Hotels |
| <input type="checkbox"/> Business | <input type="checkbox"/> Non Residential Institutions |
| <input checked="" type="checkbox"/> Dwellinghouses | <input type="checkbox"/> Residential Institutions |
| <input type="checkbox"/> Financial or Professional Services | <input type="checkbox"/> Shops |
| <input type="checkbox"/> Food and Drink | <input type="checkbox"/> Storage or Distribution |
| <input type="checkbox"/> General Industrial | |

Gross Site Area Net Site Area

Contact Information

TP Coordinator Name

Job Title

Email

Tel Fax

Planning Information

Application No.

Date of Occupancy Actual or Proposed

Please specify if the date of Occupation for the site in question is *actual* or *proposed*.



Targets

- Any Targets based on 'Modal Shift', to be included in a Travel Plan, should be provided as 'Percentage Point Change' Targets.

e.g. – increase the current level of cycling by 5% (Percentage Points) by 01/09/2008 = if 10% of staff currently cycle to work and a 5% (percentage point) increase is achieved by/or before 01/09/2008 then overall 15% of staff will be cycling to work. In actual figures that can be shown as – from a total of 100 staff, if 10 currently cycle, a 5%age point increase would equate to 15 people cycling

NOTE: These targets should be determined by the information gathered from the 'BASELINE' survey and should 'demonstrate ambition'.

Target Type	Target % Change	Target Date	Target Required	Date Required
Car (as driver alone)	+/-	1 st Survey	<input checked="" type="checkbox"/>	1 st survey
Foot	+/-	1 st Survey	<input checked="" type="checkbox"/>	1 st Survey
Bicycle	+/-	1 st Survey	<input checked="" type="checkbox"/>	1 st Survey
SELECT FROM DROP-DOWN LIST	+/-		<input type="checkbox"/>	
SELECT FROM DROP-DOWN LIST	+/-		<input type="checkbox"/>	
SELECT FROM DROP-DOWN LIST	+/-		<input type="checkbox"/>	
SELECT FROM DROP-DOWN LIST	+/-		<input type="checkbox"/>	
SELECT FROM DROP-DOWN LIST	+/-		<input type="checkbox"/>	

If more targets are required, please duplicate this page

- When individual 'Modal Shift Targets' are not provided, an overall target of 'Total Percentage of Employees travelling by car (as driver)' by a defined date, will suffice.
e.g. - no more than 40% of all staff will travel to work by car (as driver) by 2010.

	Target % by Car	Date Required (MM/YYYY)
Threshold 1:	<input style="width: 100px;" type="text" value="%"/>	<input style="width: 100px;" type="text"/>
Threshold 2:	<input style="width: 100px;" type="text" value="%"/>	<input style="width: 100px;" type="text"/>
Comments:	<input style="width: 300px; height: 50px;" type="text" value="Not Applicable"/>	



Generic Site/Organisation Survey

Total No. of Employees	<input type="text" value="na"/>	No. Car Club Members	<input type="text" value="na"/>
No. Car Spaces*	<input type="text" value="0"/>	Fuel Efficient Vehicles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
No. Motorcycle Spaces	<input type="text" value="0"/>	No. Fuel Eff. Vehicles	<input type="text" value="0"/>
No. Bicycle Spaces	<input type="text" value="208"/>	Fuel Eff. Freight Vehicles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
No. Disables Spaces	<input type="text" value="3"/>	No. Fuel Eff. Freight Vehicles	<input type="text" value="0"/>
No. HGV Spaces	<input type="text" value="0"/>	Flexible Working	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Car Share Program	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Home Working	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
No. of Car Share Members	<input type="text" value="na"/>	Shower Facilities	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Taxi Service (<i>GRH**</i>)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Locker Facilities	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Car Club	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Travel Card Subsidy	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

* *not including disabled spaces*
*GRH** - Guaranteed Ride Home*

Baseline Modal Survey – Main Mode

Car (driver alone)	0	Tube	8
Car (driver with others)	0	Rail	93
Car (as passenger)	3	Bike/Rail	0
Motorcycle	2	Bicycle	8
Bus	19	Foot	77
Tram	0	Other	0

Model Survey response requires actual figures to allow input into iTRACE:
e.g. 78 people travel to the site by Bus (Not percentages!)

END OF DOCUMENT