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**1 – 9 SANDYCOMBE ROAD
RICHMOND**

**LONDON BOROUGH OF
RICHMOND UPON
THAMES**

DRAFT

**PROPOSED MIXED-USE
DEVELOPMENT**

**INTERIM
TRAVEL PLAN**

14129/GJK

November 2016

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1. BACKGROUND INFORMATION

- 1.1 This Travel Plan (TP) has been prepared on behalf of Goldcrest Land Plc (GLP) by Andrew Firmin (andrew@cottee-tp.co.uk) of Cottee Transport Planning (CTP).
- 1.2 The TP has been prepared in regards to the proposed mixed use development including ground floor B1 use and residential accommodation on land at 1-9 Sandycombe Road, Richmond, London, TW9 2EP. The proposals comprise **20 residential units** and **535sqm of ground floor B1 use**. If approval is granted, build-out will be in full with occupation commencing following an estimated 16 month construction period.
- 1.3 GLP or any subsequent developer (hereby referred to as 'the developer') will fund and ensure implementation of the TP at the site. The main focus of this TP is to influence the travel choice of future residents.
- 1.4 This TP is an interim document to be submitted with the planning application to London Borough of Richmond upon Thames (LBR) for the proposals. As such the planning application reference is not currently known but will be incorporated into future amended documents. It is likely that the implementation of the TP will be secured via condition or Section 106 agreement with LBR.

Site Location

- 1.5 The site is located in a mixed residential and commercial area in North Sheen, LBR to the north east of Richmond. It is on the eastern side of Sandycombe Road (B353) and is bound by Lower Richmond Road (A316) to the south, railway lines to the east and residential premises and commercial properties to the west and north respectively.
- 1.6 Site location and context plans are attached at **Appendix 1**.
- 1.7 At the southern end of the site, Sandycombe Road (B353) forms a roundabout junction with Lower Richmond Road (A316), Lower Mortlake Road (A316) and Manor Road (B353). The A316 is an east – west red route which is a main dual-carriageway arterial road for South West London providing connections with the M3 and M25 motorways to the south west and Central London to the north east.
- 1.8 Sandycombe Road is street lit and is a north – south road providing access to Kew, the South Circular Road and the M4 Motorway around 3km to the north. However the majority of traffic travelling north – south from the M4 to Richmond will use the parallel Kew Road (A307) to the west of Sandycombe Road. In the immediate vicinity of the site, all roads are subject to 30mph speed restrictions. Sandycombe Road has traffic calming measures in the form of enforcement cameras and raised table priority junctions with side roads, and is mainly fronted by residential properties.
- 1.9 The site is located within the LBR South Kew (**KB**) Controlled Parking Zone (CPZ) where parking restrictions are in operation between the hours of 1000 – 1200 Monday – Friday. To the north, Sandycombe Road is within LBR Kew Ward (**KA**) CPZ where parking restrictions are the same as CPZ KB. To the west of the site, Raleigh Road and Windham Road form the north east

boundary of LBR CPZ North East Richmond (**N**) where parking restrictions are in operation between the hours of 1000 – 1630 Monday – Saturday.

Multimodal Trips

- 1.10 Details of the anticipated total trips associated with the development are included within the Transport Assessment (TA) dated November 2016, which accompanies the planning application. The TA indicates the following travel mode trips associated with the proposed development:

Mode	0800 – 0900 Hours	1700 – 1800 Hours	0700 – 1900 Hours
Walk	1	1	6
Cycle	2	1	11
Motorcycle	0	0	3
Bus	2	1	13
Rail / Underground	7	5	50
Car	4	3	29
Other	0	0	2
Total	16	11	114

- 1.11 For the B1 space of up to 535 sqm gfa it is anticipated that there will be a very low number of vehicle movements due to the location of the site, and there will be a very high proportion of sustainable trips.

- 1.12 The number of movements associated with loading vehicle activity for the proposed site is likely to be very low. A van bay is provided at the north east corner of the site with a turning area provided opposite to allow large transit van style vehicles to service the site off-street. Any larger vehicles can service the site on-street at the site frontage on Sandycombe Road behind the bus cage where loading is permitted for a maximum of 40 minutes.

Travel Modes

- 1.13 Within the TA Census data and TRICS data was used to provide an indication of the likely mode of travel for the proposed development, as detailed below:

- Walk **5%**
- Cycle **10%**
- Motorcycle **3%**
- Bus **11%**
- Rail / Underground **44%**
- Car **25%**
- Other **2%**

- 1.14 The TA demonstrated that vehicle movements associated with the proposed development would be low, with a high proportion of trips undertaken using sustainable travel modes, primarily walking, bus and underground services.

Bus Services

- 1.15 There are 9 regular bus services operating in the vicinity of the site providing up to 64 bus services per hour Monday – Friday.
- 1.16 The nearest southbound bus stop is on Sandycombe Road immediately adjacent to the site, and the nearest northbound bus stop is around 30m to the north of the site on the opposite side of the road. One bus service (391) operates from these stops, whilst the majority of services use bus stops on Lower Mortlake Road within a 3 minute walk to the south west of the site.
- 1.17 The bus services in the Richmond area are illustrated on the plan at **Appendix 2**.

Rail / Underground Services

- 1.18 North Sheen rail station is within a 490m (6 minute) walk to the south of the site. The station is on the South West Trains network and provides services to London Waterloo and the south west with over 10 trains an hour available.
- 1.19 In addition, around a 970m (12 minute) walk to the north of the site is Kew Gardens rail station which is served by the London Underground District line and London Overground networks providing around 20 trains per hour Monday – Friday.

Pedestrian Access

- 1.20 Sandycombe Road has a good standard of footways on both sides of the road with a zebra crossing facility on Sandycombe Road to the south of the site.
- 1.21 The Sandycombe Road junctions with Raleigh Road and Gainsborough Road opposite and to the north of the site have raised tables and tactile paving crossing points with an altered surface material providing good pedestrian crossing facilities particularly for the mobility / visibility impaired. To the south of the site, there are zebra crossing facilities on all arms of the Sandycombe Road / Lower Richmond Road (A316) / Lower Mortlake Road (A316) and Manor Road (B353) roundabout junction providing access to the Sainsbury's superstore and North Sheen rail station to the south of the site.

Cycle Routes

- 1.22 Lower Mortlake Road / Lower Richmond Road (A316) is identified as a signed off-road cycle route within the London Cycle Network Guide (LCG) and provides access to Chiswick across the River Thames to the east and Richmond to the west. This cycle route also provides access to further signed and quiet routes recommended for cyclists.
- 1.23 The wider cycle network is shown on the plan attached at **Appendix 3**.

Car Clubs

- 1.24 There are 4 car club vehicles within a 5 minute walk of the site, and 6 vehicles within a 10 minute walk distance of the site. There are a further 7 vehicles located within a 15 minute walk of the

site. Car club membership is therefore a very realistic option for residents of the proposed development

- 1.25 The nearest vehicle is located around 30m to the north west of the site on Gainsborough Road and is operated by Zipcar who have confirmed that there is sufficient capacity for new residents to utilise the car. There are a further 3 vehicles located within a 5 minute walk of the site on Lower Richmond Road and adjacent to North Sheen station.
- 1.26 A car club vehicle location plan is included at **Appendix 4**.

Methodology

- 1.27 This document has been prepared using the ATTrBuTe TP tool. This TP is a Framework TP since the occupiers are not known at this stage but will be used as the basis for implementation at the site as appropriate.
- 1.28 The TP is a document designed to ensure that site users are provided with realistic alternatives to travel by car. Providing a choice of travel is an integral part of current transport policy and the TP is the means by which alternatives to the car are promoted, monitored and reviewed over a period of time.
- 1.29 An Action Plan (AP) will be drawn up in consultation with LBR. An initial AP has been prepared and is attached at **Appendix 5**. The AP will be reviewed in consultation with the council following receipt of questionnaire results to ensure progress of the TP. Surveys and the review process will be undertaken in years 1, 3 and 5.

2. OBJECTIVES AND SCOPE

2.1 The developer is committed to reducing the number and length of motorised journeys associated with their developments, encouraging alternative means of travel leading to less environmental impact. To assist in achieving these aims the TP has the following strategy:

- To provide site users with convenient, safe and viable alternatives to the car in order to access the development; and
- to monitor regularly the means of travel used by residents and visitors and seek to encourage transfer to the most sustainable modes. This will be done through this TP.

2.2 The objectives of this TP are:

- To increase walking;
- to increase cycling;
- to increase usage of public transport;
- to inform all site users of the TP;
- to improve the choice of mode available to residents and visitors;
- to limit carbon dioxide emissions as a result of site user travel; and
- to help limit road congestion associated with the development.

2.3 Targets will be discussed with LBR following completion of questionnaire surveys. Initial targets are discussed below.

2.4 There are good public transport services and a high number of car club vehicles in the vicinity of the development, which will provide realistic alternatives to using the car for longer journeys. It is intended that the main focus of the TP initiatives will be to encourage walking and cycling for shorter journey distances and promote using public transport services and car club vehicles for longer journeys.

Policy

2.5 National transport policy is contained within the National Planning Policy Framework produced in March 2012. Paragraph 17 Section 1 explains 12 principles of planning of which bullet point 11 is:

‘Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.’

2.6 The site is well located for use of public transport and the site will provide cycle parking, which will encourage use of sustainable travel modes. Implementation of this TP will enable the management of travel patterns associated with the site.

2.2 On a more local level, TP guidance for London based developments is set out on the TfL website at <https://tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>. This guidance now supersedes the January 2012 guidance document ‘Travel planning for new development in London: Incorporating Deliveries and Servicing’. This document has been prepared in accordance with the latest TfL guidance.

- 2.3 Policy DP TP 3 within the LBR Development Management Plan emphasises the need to maximise walking, cycling and the use of public transport.
- 2.4 To support this objective the development will provide a total of 50 cycle parking spaces. This is in excess of London Borough of Richmond upon Thames standards and meets standards outlined within the London Plan March 2016.
- 2.5 It can be seen that the above objectives will assist in the aims of local and national policy. Furthermore, the aims, objectives and targets of the TP will ensure the site encourages site users to reduce their reliance on the car and use alternative modes of travel.

3. PROPOSED ACTIONS AND MEASURES

- 3.1 A site Travel Plan Coordinator (TPC) will be appointed in advance of site occupation. It is likely that the site manager will be appointed as the TPC and will undertake the role as part of their daily activities. Any changes to the TPC for the site will be notified to LBR within one month of the change and will include contact details for the new TPC.
- 3.2 The TPC will be responsible for managing and implementing the TP. The TPC will be notified to LBR as being the responsible person for the TP. The role of the TPC will include:
- overall responsibility for the TP;
 - to lead the process of developing targets, implementation and review;
 - to develop resident co-operation;
 - to liaise with the Local Authority;
 - to promote the TP to residents and visitors;
 - to make travel information readily available;
 - to encourage residents to arrange for any necessary deliveries to be made outside of peak hours; and
 - to ensure new residents are made aware of alternative travel opportunities.
- 3.3 The role of the TPC will be reviewed on an annual basis. This will allow ideas and promotions to be discussed for the site and enable the future development of the TP.
- 3.4 TP information will be included with information packs provided to new residents. A travel survey will be undertaken following occupation of the site and will be iTrace compliant.
- 3.5 The results from the survey will provide an update to the anticipated modal split set out above. The iTrace compliant travel survey will be repeated in years 1, 3 and 5 to monitor modal changes. The data will be used to determine and monitor travel behaviour characteristics so that realistic targets can be determined and subsequently reviewed in consultation with LBR. Initial targets are discussed in **Section 6**.

Measures to Encourage Walking

- 3.6 The health benefits of walking will be promoted to residents.
- 3.7 Information to promote walking will be included with information packs provided to residents and will include plans of walking routes and links to walking journey planners.
- 3.8 Walking information is provided on the LBR website.

Measures to Encourage Cycling

- 3.9 Secure cycle parking is provided on site to encourage cycling. Plans of cycle routes in the area are available to residents from the TfL website. A plan indicating the local cycle network is included at **Appendix 3**.
- 3.10 In addition to the above, TP information will be displayed on a notice board within the residents entrance/reception area displaying the following information:

- Public transport information;
- Cycle routes;
- Site context map with local facilities; and
- how to use the Cycle Super Highways.

3.11 Further information relating to cycle travel is available via cycle related websites such as the TfL website (www.tfl.gov.uk) which includes details of the London Cycle Network.

3.12 Cycle training will be promoted to site users to encourage cycle use. Details are included on the LBR web site:

http://www.richmond.gov.uk/home/services/roads_and_transport/road_safety.htm

Measures to Encourage Use of Public Transport

3.13 Plans of public transport routes and timetables will be made available to residents. The current bus and train routes and frequencies that relate to the development are indicated on a plan attached at **Appendix 2**.

3.14 There are regular bus services passing in the vicinity of the site, providing around 64 buses per hour during the week. Furthermore there is 1 regular service operating throughout the night ensuring a comprehensive 24 hour service.

3.15 Northbound and southbound bus stops with shelters and timetable information are located within 30m of the site.

3.16 There are regular rail, underground and overground services from North Sheen and Kew Garden stations, which are within a 6 minute and 12 minute walk of the site respectively.

3.17 Bus and rail service information will be included in information packs provided to new residents including the TfL website.

Measures to Reduce Car Travel

3.18 It is likely that the majority of residents will take advantage of the excellent public transport services and car club facilities in the vicinity of the site which offer a very realistic travel option and could reduce the number of vehicle movements associated with the site. The closest car club vehicle locations are shown on the plan attached at **Appendix 4**.

4. MARKETING AND AWARENESS

- 4.1 All new residents will be provided with an information pack on sustainable travel and a summary of the TP. The information pack will include details on the benefits of sustainable travel.
- 4.2 Following questionnaires, details of the TP targets will be provided to site users.
- 4.3 Links to further information on sustainable travel, including website links to cycle training opportunities, and details of public transport services will be made available to site users. In addition, current bus, rail and cycle travel information is available from the TfL website (www.tfl.gov.uk) while site users can plan their walking trips using the website www.walkit.com.
- 4.4 The TPC will liaise with LBR where appropriate in regards to green travel promotions.
- 4.5 The TPC will seek to promote Green Travel days such as Bike2Work week for example at the site where appropriate. More information is available via www.bikeweek.org.uk.
- 4.6 Following receipt of survey results the TPC will direct their efforts into promoting popular suggestions for change of travel mode of site users. This will focus around promoting walking, cycling and public transport as the main modes of transport to and from the site.

5. SPECIFICATION OF TARGETS

- 5.1 The first target is to appoint a TPC. This will be completed prior to first occupation.
- 5.2 The results of site surveys will be used to develop incentives, measures and targets for the TP and will help develop the Action Plan for progression of the TP. Surveys will be iTrace compliant and undertaken in years 1, 3 and 5 after site occupation.
- 5.3 An indication of the likely mode of travel was derived in the November 2016 TA. The information collected indicates the following mode of travel can be anticipated:
- | | |
|----------------------|------------|
| • Walk | 5% |
| • Cycle | 10% |
| • Motorcycle | 3% |
| • Bus | 11% |
| • Rail / Underground | 44% |
| • Car | 25% |
| • Other | 2% |
- 5.4 An initial target is to decrease car usage and increase the public transport and cycling modal shares associated with the development, initially to increase public transport usage to 57% and cycling to 12% over 3 years and to 60% for public transport and cycling to 14% over 5 years.
- 5.5 There will be a need to use a car for some journeys and residents will be encouraged to use a car club car for these journeys. These targets will contribute towards achieving the objectives of limiting carbon dioxide emissions and road congestion.
- 5.6 Additionally, to ensure that residents are informed of the TP an initial target is to provide a TP pack (with sustainable travel information and a summary of the TP) to all residents.
- 5.7 An annual target is for the TPC to provide updated travel information to ensure that all residents are kept up to date with travel options. This will also ensure that new residents are informed of the TP and its purpose.
- 5.8 Following completion of questionnaires, targets will be reviewed to ensure that they are realistic and achievable. Further targets can be set during the review process. Targets will be agreed in liaison with LBR.

6. MONITORING AND REVIEW

- 6.1 The TPC will review the effects of the various initiatives with LBR in years 1, 3 and 5. The purpose of the review is:
- to provide an assessment of how site users travel;
 - to develop targets for travel;
 - to keep sustainable travel information current and include the latest TP initiatives and promotions;
 - to review the various initiatives; and
 - the development of new initiatives to encourage walking and cycling in particular.
- 6.2 The first review will take place within 6 months of completion of initial questionnaires. Following this, targets will be reviewed and agreed with LBR.
- 6.3 The TP will be reviewed in consultation with LBR.
- 6.4 The initiatives referred to in **Section 2** will be examined with particular emphasis on those measures which will encourage particular targets to be reached.

APPENDIX 1

SITE LOCATION PLAN / SITE CONTEXT PLAN

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GOLDCREST LAND PLC
1 - 9 SANDYCOMBE ROAD
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SITE LOCATION PLAN

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SITE CONTEXT PLAN


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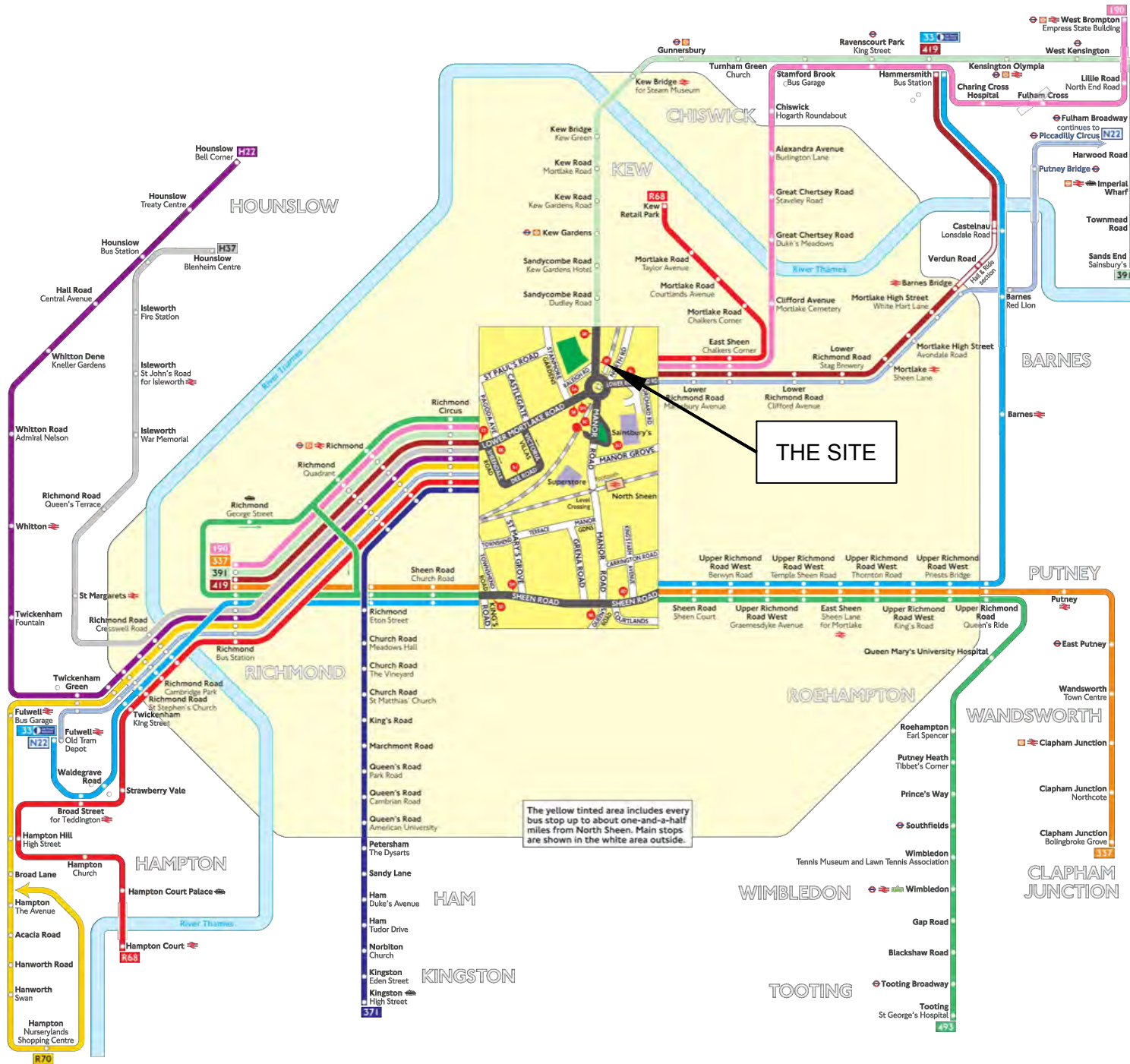
KEY:

INDICATIVE SITE BOUNDARY 

BUS STOP 

APPENDIX 2

PUBLIC TRANSPORT SERVICES



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



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SERVICE FREQUENCY

Sandycombe Road

Service	Mon-Fri	Sat	Sun
391	10-13mins	10-12mins	12-14mins

Lower Mortlake Road

Service	Mon-Fri	Sat	Sun
190	15mins	15mins	20mins
371	6-10mins	8-12mins	20mins
419	15mins	15mins	30mins
493	10-13mins	11-12mins	20mins
H22	10-14mins	10-13mins	20mins
H37	4-7mins	5-8mins	6-10mins
R68	15mins	15mins	15mins
R70	8-11mins	9-11mins	15mins
N22	30mins	20mins	30mins

SOURCE: Transport for London

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Client
GOLDCREST LAND PLC

Project
**1-9 SANDYCOMBE ROAD
 RICHMOND**

Title
BUS ROUTE PLAN

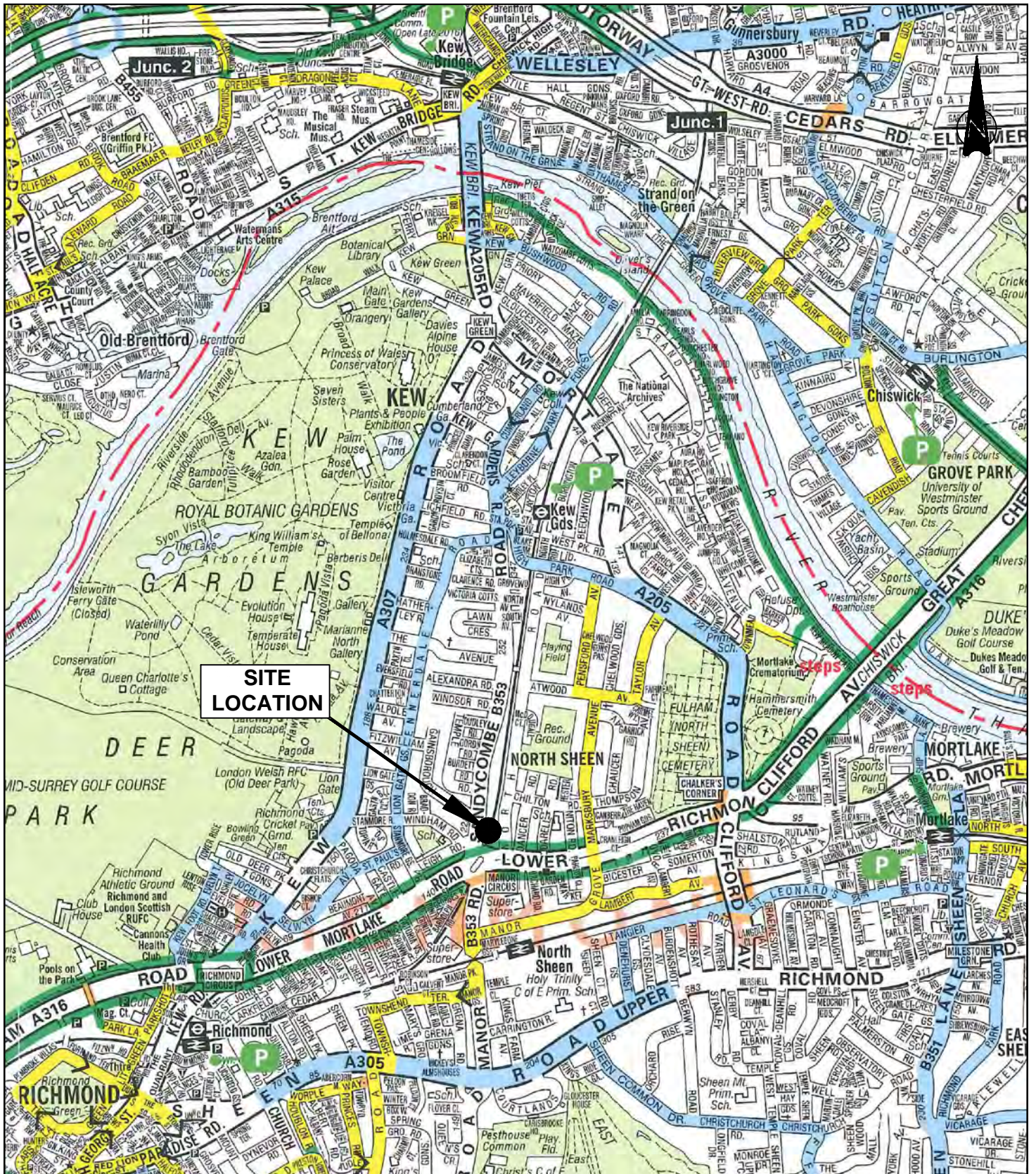
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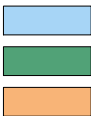
APPENDIX 3

LONDON CYCLE NETWORK CYCLE ROUTES



SITE LOCATION

KEY



Routes signed for use by cyclists on a mixture of quiet and busier roads.

Off-road routes.

Pedestrian only route that connects cycling sections.



Quieter Roads that have been recommended by other cyclists.

Source: London Cycle Guide booklet

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CYCLE NETWORK PLAN

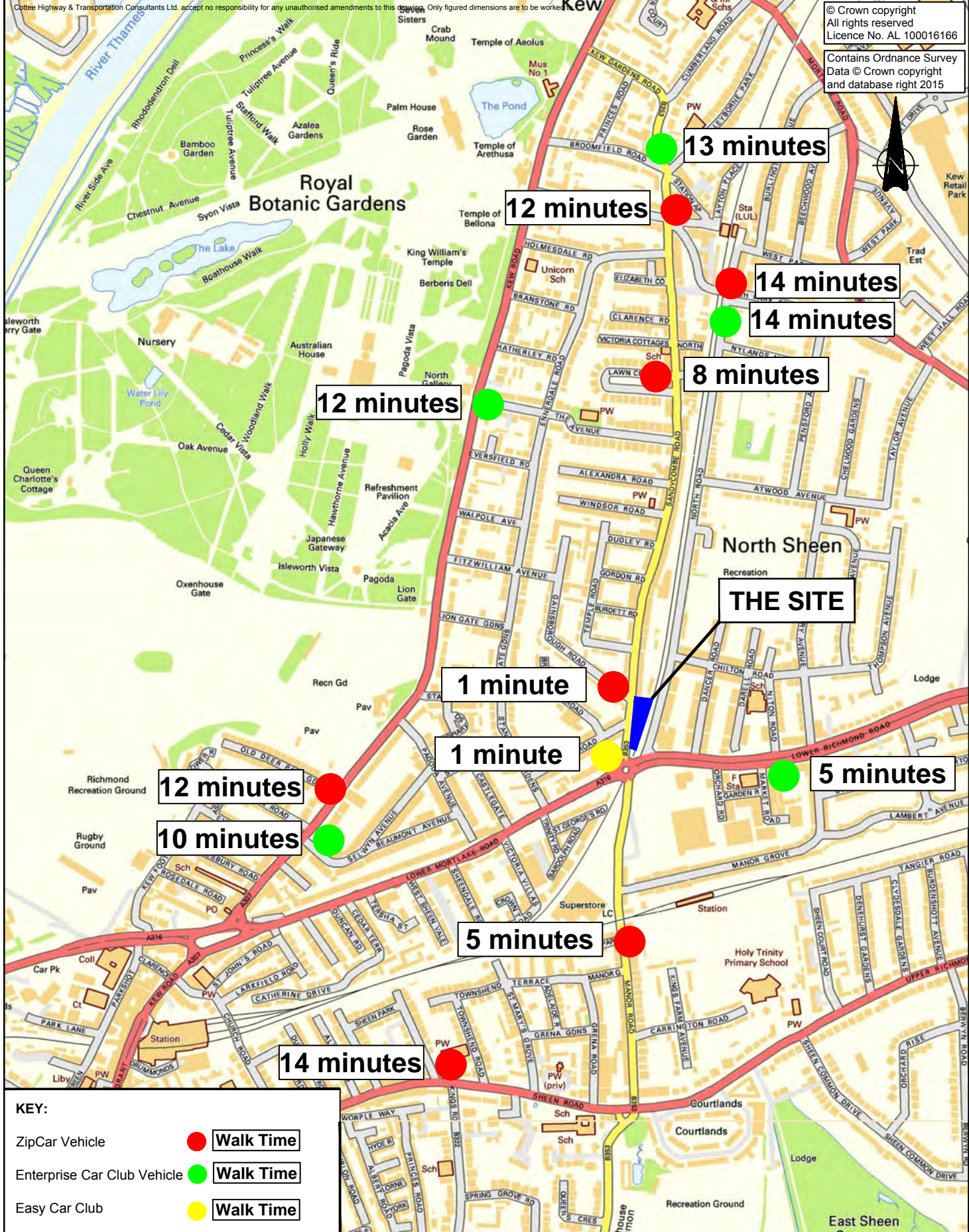
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APPENDIX 4

CAR CLUB LOCATION PLAN



KEY:

ZipCar Vehicle	●	Walk Time
Enterprise Car Club Vehicle	●	Walk Time
Easy Car Club	●	Walk Time

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CAR CLUB LOCATION PLAN

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APPENDIX 5

INITIAL ACTION PLAN

Initial Sandycombe Road Action Plan

Action	Timescale	Objective	Responsibility	Notes
Short term actions				
Appoint Travel Plan Coordinator	Prior to initial occupation	Oversee all TP tasks.	The Developer	
Install cycle parking	Prior to initial occupation	Encourage cycling.	The Developer	
Prepare and hand out Travel Plan Pack to residents	During occupation.	Encourage residents to adopt sustainable travel habits from the outset	The Developer	
Set up a TP information display board in main building entrance.	Within 6 months of occupation	To inform residents of the TP at the site	The Developer	
Provide sustainable travel information and display on the TP information board.	Within 6 months of occupation	To help inform residents of the sustainable travel options at the site	Travel Plan Coordinator (TPC)	
Provide contact details of the site TPC and onsite management team to site occupiers	Upon occupation	To provide residents with the point of contact for TP actions, measures and initiatives.	The Developer	
Medium term actions				
Provide walking information to residents	Annually	To encourage walking	TPC	
Provide cycling information to residents	Annually	To encourage cycling	TPC	
Provide car club information to residents	Annually	To encourage car club use rather than car ownership	TPC	
Arrange for an iTrace compliant survey to be undertaken.	In years 1, 3 and 5 after occupation	To ascertain travel behaviour of residents	TPC	
Collate travel information and liaise with council TPC with regards to implementation of suitable actions and initiatives to encourage cycling and walking.	Following completion of surveys	To ensure initiatives are focussed and suitable	TPC	
Review TP and Action plan following collation of survey results and update accordingly.	Within 3 months of surveys being undertaken	To keep the action plan and TP current	TPC	
Long term actions				
Provide updated travel information on a yearly basis or upon release of the latest information when available.	Annually	To ensure residents are aware of the latest bus, cycle and walking information and services.	TPC	