



Proposed Lidl Foodstore
Former Wickes Store, 50 South Road,
Fulwell

Travel Plan

for

Lidl UK

Document Control Sheet

Travel Plan

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Lidl UK

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1.0 Introduction

- 1.1 This Travel Plan has been prepared on behalf of Lidl UK to accompany a planning application to convert an existing Wickes retail unit on South Road, Fulwell into a two separate retail units. One unit would be class A1 foodstore with the second unit an A1 non-food unit. The foodstore unit would be occupied by Lidl and reconfigured to their specifications.
- 1.2 The application site is accessed off South Road in Fulwell, within the London Borough of Richmond upon Thames (LBRuT). The A311 can be accessed at a signalised junction immediately west of the site, which in turn provides a link to the A305 to the north and A308 to the south. Retail development is located to the east and west of the site, with residential development located to the north. Fulwell bus garage is located to the south.
- 1.3 The development proposes a Lidl foodstore with a sales floor area of 1,596 square metres with a sublet unit comprising 1,043 square metres gross internal area for occupation by a non-food retailer. A total of 142 car parking spaces will be provided on site, including eight parent & child bays and nine Blue Badge Holder bays. Cycle parking will be provided in accordance with London Plan standards.
- 1.4 This Travel Plan has been prepared in accordance with relevant national, regional, sub-regional and local policy.

Scope

- 1.5 A Travel Plan is a bespoke package of measures aimed at promoting sustainable travel choices to reduce reliance on the private car. Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan's objectives, whilst also bringing a number of other benefits to the organisation, its employees, the environment and the local community.
- 1.6 The senior management team of Lidl UK supports the aims and objectives of travel planning established through Government and local policy. The Company is committed to the success of this Travel Plan and will use its best endeavours to achieve the targets set out herein.

Aim

- 1.7 The aim of this Travel Plan is to support staff working at the proposed development to make informed decisions about their travel to work. It is intended that this will in effect minimise the adverse impacts of this development-related commuting on the environment.
- 1.8 The aim is to be achieved by setting out a strategy addressing barriers to greater uptake of active and/or sustainable transport.

Structure

- 1.9 This Travel Plan has been written as a stand-alone document and is structured as set out below:
 - ▶ Section 2 – sets the policy context;
 - ▶ Section 3 – describes the existing conditions and site accessibility;
 - ▶ Section 4 – explains the Travel Plan objectives and benefits;
 - ▶ Section 5 – sets out the targets to be met through implementation of this Travel Plan;
 - ▶ Section 6 – outlines the strategy for implementing this Plan;
 - ▶ Section 7 – details the measures and initiatives that will be implemented;
 - ▶ Section 8 – indicates how the Plan will be monitored and reviewed; and
 - ▶ Section 9 – provides an Action Plan.

2.0 Policy

National Policy

- 2.1 The National Planning Policy Framework (NPPF) published in July 2018 is predicated on a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.2 The 2018 NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 103).
- 2.3 With regard to the delivery of sustainable transport the NPPF states at paragraph 111 that:
- "All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.4 The NPPF describes a Travel Plan as: *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."* (NPPF pg. 73)

National Planning Practice Guidance (NPPG)

- 2.5 The NPPG provides government led advice on when Transport Assessments and Transport Statements are required, and what they should contain. Paragraph 6 of the 'Overarching principles on Travel Plans, Transport Assessments and Statements' within the NPPG states that they can positively contribute to:
- ▶ *"encouraging sustainable travel;*
 - ▶ *lessening traffic generation and its detrimental impacts;*
 - ▶ *reducing carbon emissions and climate impacts;*
 - ▶ *creating accessible, connected, inclusive communities;*
 - ▶ *improving health outcomes and quality of life;*
 - ▶ *improving road safety; and*
 - ▶ *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

- 2.6 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards, with the remainder of the Plan unchanged from the previous update in March 2015.
- 2.7 Policy 6.3 considers the assessment of effects of development on transport capacity and states:
- ▶ *"Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*
- 2.8 The main policies of relevance to the proposals relating to transport of the new draft London Plan (Chapter 10) include:

- ▶ Draft Policy T4 – Assessing and mitigating transport impacts: Proposals should provide Transport Assessments to consider the impacts of development on the transport networks (including walking and cycling) and that proposals integrate with existing and planned transport access, capacity and connectivity. Travel Plans, designs and plans for parking, construction and servicing/deliveries will be required in accordance with TfL guidance. Mitigation should be provided as appropriate.

Local Policy

2.9 Local Policy is contained within the London Borough of Richmond upon Thames Local Plan, adopted in July 2018. The Local Plan (2018) supersedes the Core Strategy (2009) and Development Management Plan (2011).

2.10 Chapter 11 of the Local Plan (2018) relates to transport. In relation to the road network, Policy LP 44 states that the Council will:

"Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Statement if it is a major development, and a Transport Statement if it is a minor development."

2.11 Within the text justifying Policy LP 44, paragraph 11.1.10 states that documentation accompanying major and minor schemes may include Travel Plans, Delivery and Servicing Plans and Construction Logistics Plans. Paragraph 11.1.11 states that:

"Developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning."

Overview

2.12 National, regional, and local level transport policy encourages development to be located in areas that are readily accessible on foot, by cycle and by public transport, making use of available sites within built up locations.

2.13 The following section of this TP demonstrates how the site provides a realistic choice of access by public transport, walking and cycling.

3.0 Existing Conditions and Site Accessibility

Site Location

- 3.1 The application site is located within Fulwell, with Twickenham to the north east, Teddington and Kingston upon Thames to the south east, Hampton Hill to the south west and Hounslow to the north west. The site fronts onto the B358 South Road, which forms a signalised junction with the A311 to the west of the site. The B358 forms a roundabout junction with the A316 Great Chertsey Road at the Hospital Bridge Roundabout junction to the west of the site. The A311 links north into Twickenham and south to the A308. The strategic site location is illustrated in Figure 3.1 below.

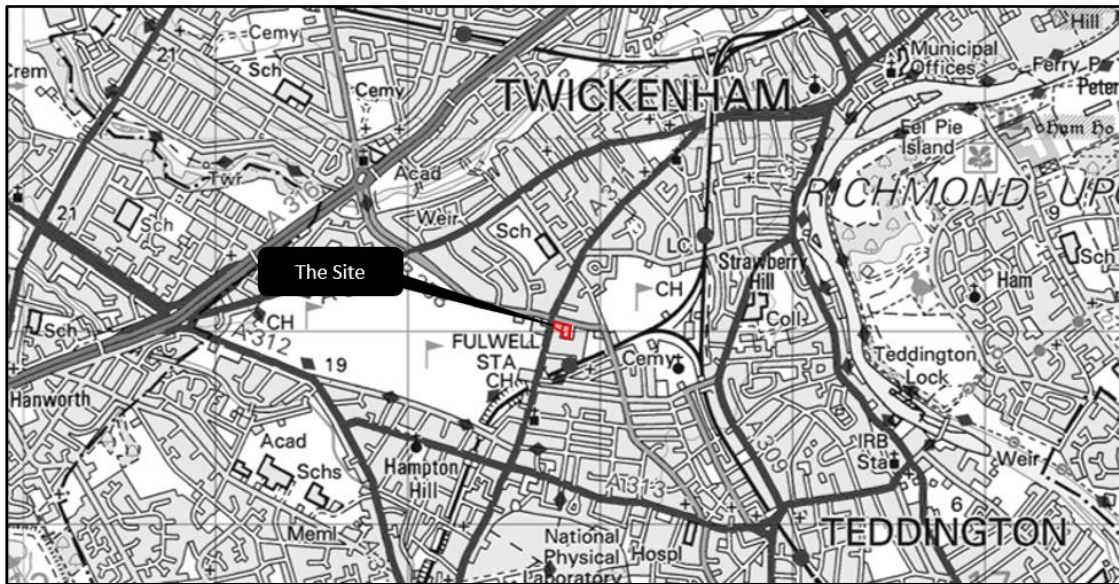


Figure 3.1: Strategic Site Location

- 3.2 South Road is subject to a 30 miles per hour speed limit, with a central island feature provided on the approach to the B358/A311 signal junction immediately west of the site. To the east, South Road has two lanes of traffic in each direction, which reduces to single lanes beyond the Stanley Road junction.
- 3.3 To the west of the site, the A316 forms part of the Transport for London (TfL) Road Network, providing a link east to the A4 at Chiswick and south west to form the M3 at Sunbury, which in turn leads to junction 12 of the M25.

3.4 The site in relation to the local area is illustrated within Figure 3.2 below.

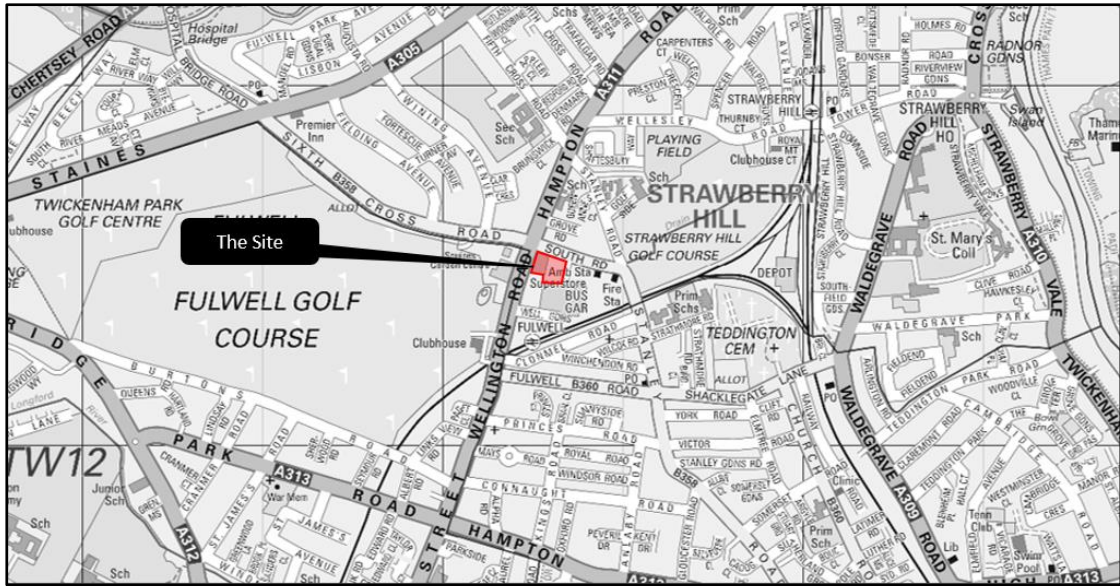


Figure 3.2: Local Site Location

Accessibility by Non-car Modes

Accessibility on Foot

- 3.5 The site is accessible on foot via footways provided along both sides of the South Road carriageway. These footways provide links to surrounding retail uses, along South Road, Hampton Road and Wellington Road and nearby residential areas to the north, west and south.
- 3.6 Signalised pedestrian crossings are provided across each arm of the B358/A311 signal junction to the west of the site, with each crossing complete with dropped kerbs and tactile paving. Each crossing is provided in a 'straight-across' format, with small refuge island in the centre of each crossing.

Accessibility by Cycle

- 3.7 Along the site frontage, cycling is undertaken on-street without marked cycle facilities. Advanced cycle stop lines are provided at each arm of the A311/B358 signal junction to the west of the site, with on road cycle lanes provided on both sides of the B358 Sixth Cross Road to the west of the signal junction.
- 3.8 To the east of the site, a segregated foot/cycle facility is provided along the eastern side of the B358 carriageway, between the Stanley Road junction and Strathmore Road.
- 3.9 To the south east of the site, National Cycle Network Route 4 can be accessed in the vicinity of Teddington Lock. This provides a long distance cycle route between London and Fishguard, linking locally to Kingston upon Thames and Hampton.

Accessibility by Bus

- 3.10 The nearest bus stops to the site are located along South Road, along the development site frontage. The nearest bus stop, bus stop 'F', is located approximately 20 metres from the site access, with bus stop 'G' located on the opposite side of the South Road carriageway, approximately 200 metres walk via the signalised crossing at the A311/B358 junction to the west. Additional bus services can be accessed from bus stops 'H' and 'J', located along Hampton Road approximately 220 metres to the north of the site. Table 3.1 summarises the bus routes serving the nearby bus stops.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Weekend Daytime Frequency
R70	Fulwell Station – Nurserylands Shopping Centre, Hanworth	Every 6 – 10 minutes	Every 6 – 10 minutes	Every 8 – 10 minutes (Saturday) 4 services per hour (Sunday)
	Twickenham – Richmond Station – Manor Road, Richmond	Every 7 – 10 minutes	Every 7 – 10 minutes	Every 10 – 12 minutes (Saturday) 4 services per hour (Sunday)
267	Twickenham Station – West Middlesex Hospital – Kew Bridge Station – Gunnersbury Station – Ravenscourt Park Station – Hammersmith Bus Station	Every 8 – 12 minutes	Every 8 – 12 minutes	4 services per hour
	Fulwell Station	Every 9 – 13 minutes	Every 9 – 13 minutes	4 services per hour
281	Twickenham Station – Hounslow Station – Hounslow Bus Station	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 9 – 12 minutes (Saturday) Every 12 – 13 minutes (Sunday)
	Fulwell Station – Teddington Memorial Hospital – Hampton Wick Station – Surbiton Station – Tolworth Tower	Every 7 – 10 minutes	Every 7 – 10 minutes	Every 8 – 12 minutes (Saturday) Every 11 – 13 minutes (Sunday)
290	Arragon Road, Twickenham	3 services per hour	3 services per hour	3 services per hour
	Park Road Station – Sunbury Cross Station – Staines Bus Station	3 services per hour	3 services per hour	3 services per hour
481	Whitton – Twickenham – West London Mental Health Trust	2 services per hour	2 services per hour	2 services per hour (Saturday) Hourly (Sunday)
	Fulwell Station – Teddington Memorial Hospital – Cromwell Road Bus Station, Kingston	2 services per hour	2 services per hour	2 services per hour (Saturday) Hourly (Sunday)

Table 3.1: Local Bus Services

- 3.11 For reference the TfL bus spider map for the Fulwell area is included at [Appendix A](#).

Accessibility by Rail

- 3.12 The nearest railway station to the site is Fulwell railway station, approximately 450 metres south of the site. Fulwell station is operated by South Western Railway, located upon the London Waterloo to Shepperton Metro line. Table 3.2 summarises the rail services accessible from Fulwell.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Weekend Daytime Frequency
London Waterloo	Teddington – Hampton Wick – Kingston – Norbiton – New Maiden – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo	Half hourly	Half hourly	Half hourly (Saturday) Hourly (Sunday)
Shepperton	Hampton (London) – Kempton Park – Sunbury – Upper Halliford – Shepperton	Half hourly	Half hourly	Half hourly (Saturday) Hourly (Sunday)

Table 3.2: Local Rail Services

- 3.13 Additional rail services can be accessed from Teddington, Wimbledon or Clapham Junction to provide access to the wider rail network.

Transport Connectivity

Public Transport Accessibility Level (PTAL)

- 3.14 Public Transport Accessibility Levels (PTALs) are included within the TfL WebCAT Toolkit, which provides an overview of the transport network for a location. PTALs provide a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 3.15 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.16 The site is classified as a PTAL 3 location, which reflects the site's proximity to several frequent bus services and Fulwell rail station. The full PTAL output for the baseline year is included at [Appendix B](#).
- 3.17 Whilst PTAL provides a theoretical measure for public transport accessibility taking account of access to all public transport modes, it should be noted that this type of development does not necessarily attract people to travel by all public transport modes available. Surveys from other Lidl stores around London indicate that access by bus is the key public transport mode used. In this instance, the proximity of the site to bus stops on South Road and the range and frequency of service availability makes the site easily accessible by this mode.

Travel Time Mapping (TIM)

- 3.18 Travel time mapping offers an opportunity to review the connectivity of a site by a specific travel mode or across all public transport modes and is available via the WebCAT TIM online calculator.
- 3.19 TIM plans have been produced for travel during both the weekday evening peak and the daytime inter-peak periods, with the outputs included at [Appendix C](#).
- 3.20 The outputs identify that destinations such as Kingston, Teddington, Twickenham and Surbiton are accessible within a 45 minutes travel time of the site.

Summary

- 3.21 In summary, the site has a good level of accessibility by public transport, on foot and by cycle. The site's location in relation to nearby residential areas means that future staff and customers can access the site by modes other than the private car.

4.0 Objectives and Benefits

- 4.1 The aim of this Travel Plan is to support staff working at the proposed development to make informed decisions about their travel to work. It is intended that this will in effect minimise the adverse impacts of this development-related commuting on the environment.
- 4.2 The aim is to be achieved by setting out a strategy addressing barriers to greater uptake of active and/or sustainable transport.
- 4.3 Improving the transport choices available rather than focusing on providing for trips by private car will lead to a more socially equitable and sustainable development that provides travel options for all site users regardless of whether or not they own a car.

Objectives

- 4.4 The transport principles for the site reflect sustainable objectives that can be summarised under the following headings:
- ▶ promote active and/or sustainable transport choices for employees and customers travelling to and from the site; and
 - ▶ increase site users' awareness of the environmental and social benefits of using active and/or sustainable modes of transport.
- 4.5 These objectives accord with the aims of national, regional, sub-regional and local policies. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

Benefits

- 4.6 By meeting these objectives the Travel Plan will bring about the benefits cited below.

Employee benefits

- ▶ Health benefits associated with walking and cycling, including reduced levels of stress and increased productivity.
- ▶ The opportunity to save money by employing active and/or sustainable travel in preference to use of a private car.
- ▶ Improved quality and reliability of employee journeys to and from work.

Lidl operator benefits

- ▶ Improved compliance within the planning context.
- ▶ Demonstration of social and environmental credentials.
- ▶ Provision of an incentive to recruiting and retaining employees.
- ▶ A healthier and more productive workforce.

Wider community benefits

- ▶ Ongoing reductions in vehicular generated traffic on the local highway network.
- ▶ Increased patronage on existing public transport services.
- ▶ Individuals experiencing the health benefits associated with walking and cycling.
- ▶ Contribution towards an overall reduction in travel emissions.

- 4.7 It is intended that these objectives will be met by identifying and implementing initiatives that provide employees and customers with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, Lidl UK will fulfil its desire to achieve consistency with national, regional, sub-regional and local planning policy and facilitate accessibility by all available modes of travel to the site.

5.0 Targets

- 5.1 Targets are the measurable goals by which the progress of this Travel Plan will be assessed. Accordingly, this Section sets out targets that Lidl will seek to reach within the Travel Plan monitoring period.
- 5.2 'Action' and 'aim' targets are specified, all of which are SMART, i.e. specific, measurable, achievable, realistic and time-related.
- 5.3 'Action' targets set out specific commitments to implement measures to ensure delivery; 'aim' targets provide numerical goals for mode shift.
- 5.4 All targets are summarised in the Action Plan at Section 9.

Action Targets

- 5.5 The key action targets are:
- ▶ Appoint a Travel Plan Co-ordinator (TPC) prior to the foodstore opening.
 - ▶ Undertake a baseline staff travel survey once the store is open for trade.
 - ▶ Agree a finalised Travel Plan with LB Richmond upon Thames once staff commuting patterns have been identified through the staff travel survey.

Aim Targets

- 5.6 Table 5.1 below outlines 'aim' targets for the proposed foodstore.
- 5.7 Due to the limited control over modes of travel used by the store's customers, targets will not be set specifically for customers. However, Travel Plan measures will include benefits for customers as well as employees.
- 5.8 The baseline mode split figures for employees should be taken from the results of the first travel survey.
- 5.9 It is recognised that it is not possible to set out accurate targets far into the future, even when based on actual modal share data. Given this, it should be acknowledged that the targets will change over time as the results of ongoing monitoring become available.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle trips	Modal split monitoring surveys for SOV use	As surveyed	-5%	-10%
Achieve an increase in use of active and/or sustainable modes, including: walking, cycling, lift-sharing, & public transport	Modal split monitoring surveys for public transport	As surveyed	+5%	+10%

Table 5.1: Travel Plan Aim Targets

- 5.10 All data to be collected will be in accordance with Local Authority standards to ensure the Travel Plan is being accurately monitored and to assist progress towards meeting the targets. The survey data will be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed development.

6.0 Travel Plan Strategy

6.1 A Travel Plan Co-ordinator (TPC) will be appointed prior to opening of the proposed foodstore. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

Travel Plan Co-ordinator

6.2 The TPC role will be a part-time commitment covering the following responsibilities:

- ▶ acting as a point of contact for all employees;
- ▶ managing the development and implementation of the Travel Plan measures;
- ▶ promoting the objectives and benefits of the Travel Plan;
- ▶ monitoring the success of the Travel Plan against the agreed targets; and
- ▶ reporting the results of the Travel Plan monitoring to Officers at the London Borough of Richmond upon Thames, and Transport for London, as necessary.

Marketing

6.3 Employees will be made aware of the existence of the Travel Plan upon commencement of their employment.

6.4 The following methods could be used as means of disseminating information to employees and promoting active and/or sustainable travel events/campaigns:

- ▶ noticeboard(s) in easily accessible location(s);
- ▶ newsletters, when appropriate;
- ▶ Travel Information Pack (TIP); and/or
- ▶ team meetings.

7.0 Measures

- 7.1 This section outlines the measures to be implemented in order to deliver the Travel Plan. These measures are both 'hard' such as physical infrastructure and 'soft' in the form of information provision.
- 7.2 The TPC will be responsible for delivering most of these measures, as detailed in the Action Plan at Section 9.

Noticeboard

- 7.3 Noticeboards shall be provided in-store for the benefit of staff and customers being aware of the transport options available to them for travel to and from the store.
- 7.4 The TPC shall ensure that relevant information is displayed on the noticeboards, tailored to the two different audiences of staff and customers. The TPC shall maintain that information as current and up to date.

Travel Information Pack (TIP)

- 7.5 A TIP will be produced and supplied to the staff team in place when the store first opens for trading.
- 7.6 The TIP will be the means through which the following measures will be communicated to staff.

Promoting Walking

- 7.7 The following measures are proposed in order to promote walking to and from the site:
- ▶ provide information about walking routes;
 - ▶ raise awareness of the health benefits of walking;
 - ▶ provide employees with changing facilities and lockers where they can store clothes; and
 - ▶ encourage participation in 'Walk to Work Week' and/or other relevant events.

Promoting Cycling

- 7.8 The following measures are proposed in order to promote cycling to and from the site:
- ▶ provide information about local cycling routes;
 - ▶ raise awareness of the health benefits of cycling;
 - ▶ install high quality cycle parking at convenient and visible location(s) within the site;
 - ▶ monitor usage of the on-site cycle parking;
 - ▶ provide changing facilities and lockers on-site for use by employees;
 - ▶ inform employees about cycle skills and maintenance training courses; and
 - ▶ encourage participation in national cycle events such as 'Bike Week'.

Promoting Public Transport

- 7.9 Due to the high level of transport connectivity associated with the site, public transport services cover bus, mainline rail and London Underground services.
- 7.10 The following measures are proposed in order to promote travel by public transport:
- ▶ provide information about routes, timings and operators of local public transport services connecting the site to the surrounding areas;

- ▶ the locations of local bus stops, Underground stations and the nearby rail station shall be advised to staff, e.g. on clear, user-friendly map(s);
- ▶ National Rail and TfL journey planner websites, smartphone applications (“apps”) and enquiry telephone numbers will be supplied; and
- ▶ details of any relevant community transport services will be provided.

Car Sharing

- 7.11 Car sharing is an effective method of reducing peak-hour traffic congestion and car parking stress, and should therefore be encouraged.
- 7.12 The following measures are proposed in order to promote travel by car sharing:
- ▶ provide information about the local car sharing initiative <https://london.liftshare.com>; and
 - ▶ set out the benefits to staff of commuting by car sharing, for those trips that are most suitably made by private car.
- 7.13 Should car sharing be adopted by staff who then need additional support in the form of a ‘guaranteed ride home’ such provision will be considered by Lidl UK. The ‘guaranteed ride home’ can suitably consist of a Lidl covering the cost of a taxi trip when the car sharing arrangement has to be altered unexpectedly and one party then cannot get back home.

Taxis

- 7.14 Travel by taxi can be a suitable option when the journey distance is greater than can be made by walking, cycling or public transport alone, and can support a reduction in the level of car ownership. Taxi trips may also complement use of public transport by forming the means of accessing the public transport service connection.
- 7.15 To promote the use of taxis, contact details for local taxi operators will be made available to staff in the Travel Information Pack and will also be displayed within the store for use by customers and/or staff.

Recruitment Strategy

- 7.16 Lidl UK will advertise job vacancies locally so as to attract applicants from areas that have the potential to increase the number of staff members commuting via active and/or sustainable modes.

8.0 Monitoring and Review

8.1 Monitoring and review of the Travel Plan are necessary activities in order to:

- ▶ provide feedback to allow the Travel Plan to be developed; and
- ▶ measure the level of success in meeting the Plan targets using key performance indicators.

8.2 A framework programme for undertaking the monitoring and review is outlined in this section.

Monitoring

8.3 The monitoring programme will begin with the initial travel survey undertaken within one year of the store opening for trading. This survey will collect data that illustrates:

- ▶ employees' commuting travel in terms of the main transport mode used regularly as well occasionally when the regular main mode is not available, and the times of travel;
- ▶ demand for on-site cycle parking;
- ▶ awareness of and active involvement in lift-sharing; and
- ▶ comments received from employees relating to the operation and implications of the Travel Plan.

8.4 Further surveys will be carried out at years three and five. As far as possible data collection will be such that it will be possible to make comparison with previous years. However, it may be necessary to amend the data collection process to accommodate changes that may come into effect, e.g. changes to off-site infrastructure, amendments to public transport services, etc..

Review

8.5 Information collected through the monitoring programme will be used to review progress made through implementation of the Travel Plan measures and subsequent progression towards achievement of the Plan targets.

8.6 A report will be collated summarising the data collected through the monitoring programme, describing the measures implemented, reviewing the success made to date, and recommending actions for the subsequent year.

8.7 The annual monitoring report will be submitted to Travel Plan Officer (or suitable equivalent) at the London Borough of Richmond upon Thames.

9.0 Action Plan

9.1 The Action Plan at Table 9.1 sets out the measures to be delivered in order to implement this Travel Plan.

9.2 The Action Plan will be updated by the TPC when required.

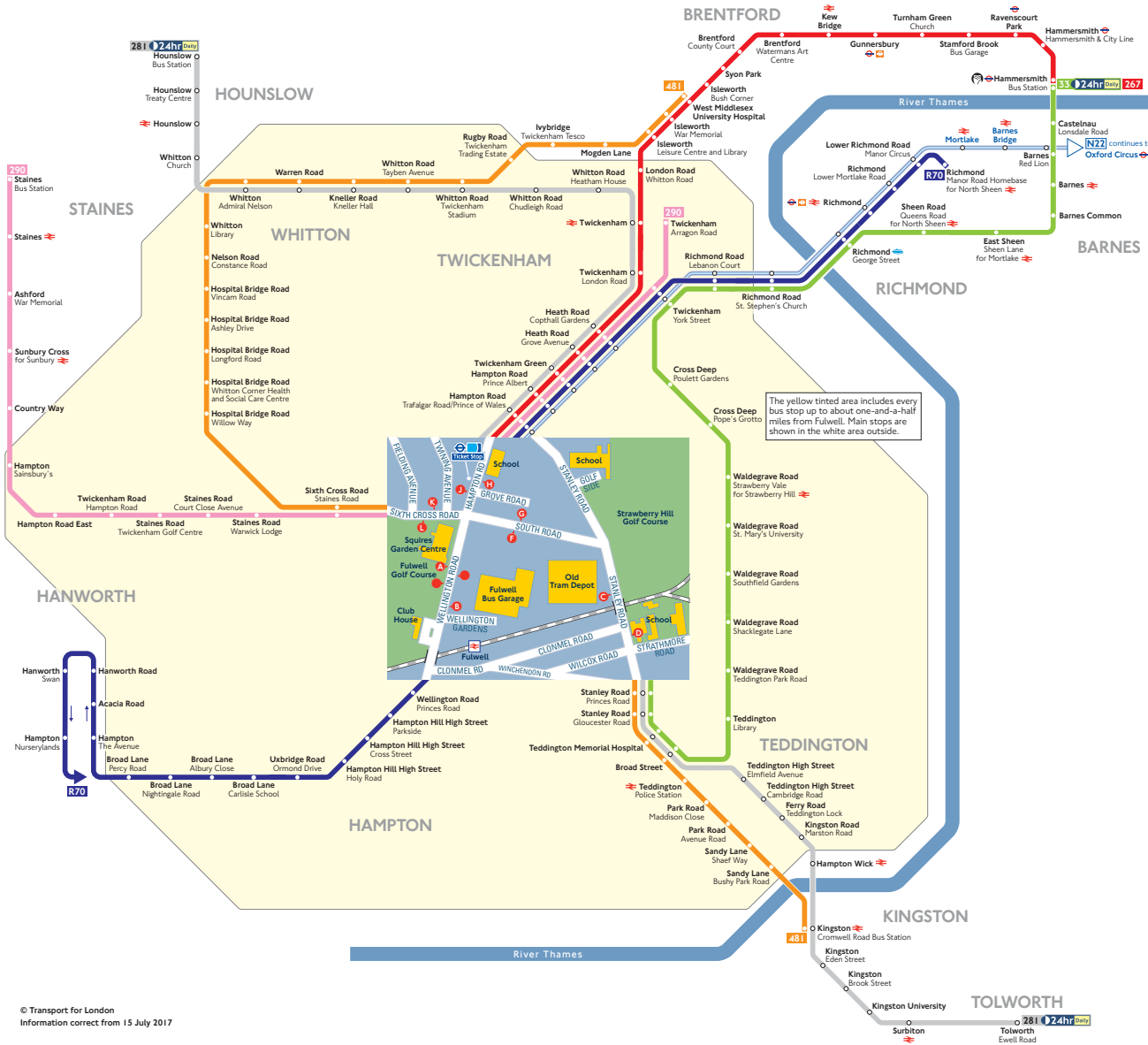
Measure	Status/Target Date	Monitoring Method	Responsible Party
General			
Appoint Travel Plan Coordinator (TPC)	Prior to the store opening for trading	N/A	Lidl UK
Information Provision			
Provide a travel noticeboard	Prior to store opening for trading	N/A	Lidl UK
Provide Travel Information Pack (TIP)	To staff, upon store opening for trading	Initial monitoring (awareness and use of TIP)	TPC
Walking			
Provision of information related to walking routes in the area	In Travel Information Pack	Annual monitoring	TPC
Promote local and national walking events	In Travel Information Pack	Annual monitoring	TPC
Cycling			
Provision of cycle stands	During construction	N/A	Lidl UK
Use of on-site cycle parking	During 5-year monitoring period	Annual monitoring	TPC
Provision of cycle route maps, local training, etc.	In Travel Information Pack	Annual monitoring	TPC
Promote local and national cycling events	In Travel Information Pack	Annual monitoring	TPC
Public Transport			
Provide sustainable travel information with timetable and bus stop information	In Travel Information Pack	Annual monitoring	TPC
Taxis			
Provide details of local taxi services	In Travel Information Pack and on noticeboards Update noticeboard as and when necessary	Annual monitoring	TPC
Vehicles			
Promote car sharing	In Travel Information Pack and on noticeboards Update noticeboard as and when necessary	Annual monitoring	TPC
Recruitment			
Advertise vacancies locally	As and when necessary	N/A	Lidl UK

Table 9.1: Action Plan

Appendix A

Transport for London Bus Services

Buses from Fulwell



© Transport for London
Information correct from 15 July 2017

Route finder

Bus route	Towards	Bus stops
33	Hammersmith	D
267	Hammersmith	A J
281	Hounslow	C F J
	Tolworth	D G H
290	Staines	H L
	Twickenham	J K
481	Kingston ⊕	D G K
	West Middlesex University Hosp ⊕	C F L
R70	Hampton Nurserylands	B H
	Richmond	A J

Night buses

Bus route	Towards	Bus stops
N22	Oxford Circus	F J

Other buses

Bus route	Towards	Bus stops
681	Hounslow	C F J
School Journey	Teddington School	D G H

Key

33	Day buses in black
N22	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights
⊕	Except evenings

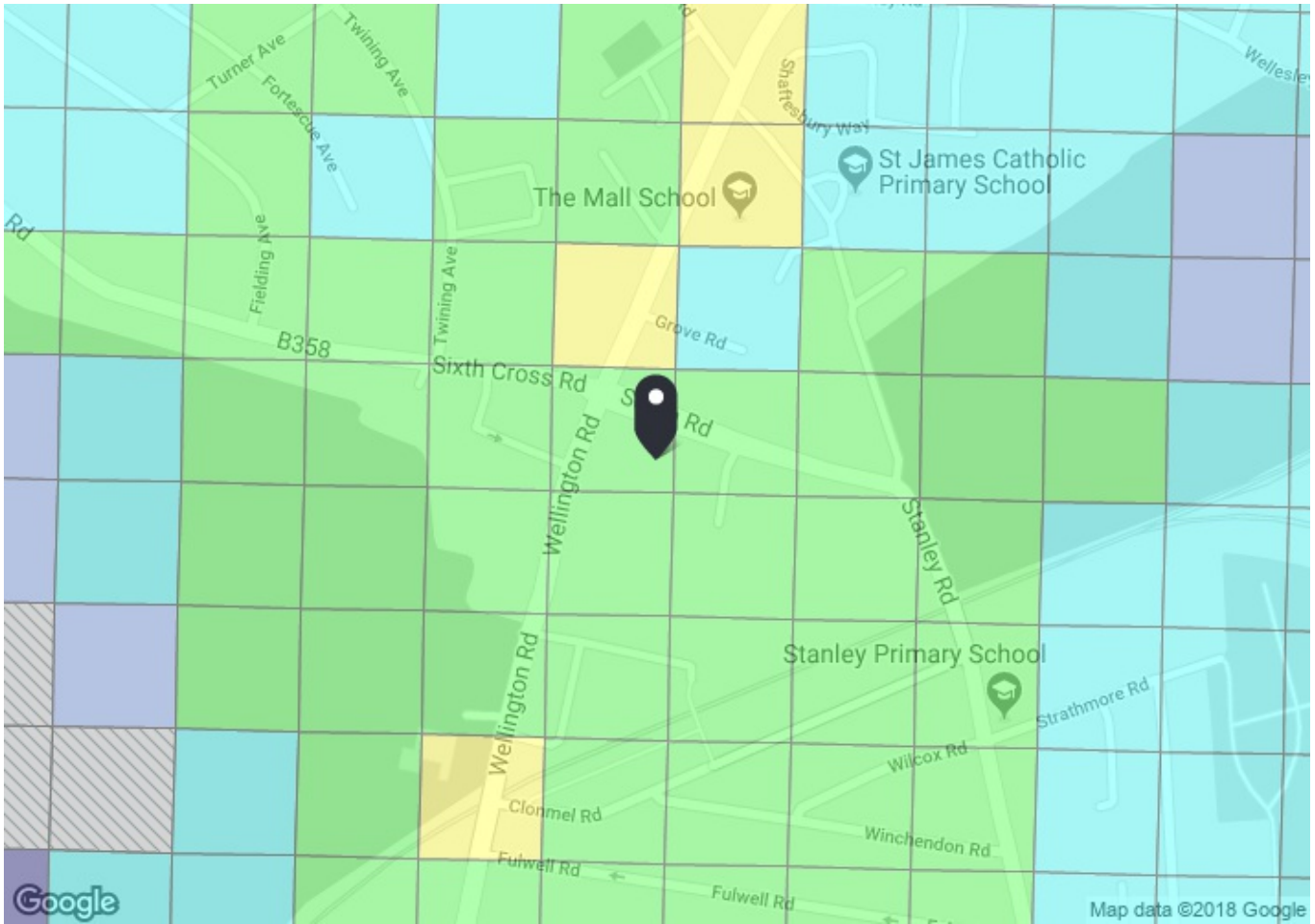
Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Appendix B

Public Transport Accessibility Level (PTAL) Output



PTAL output for Base Year
3

50 South Rd, Twickenham TW2 5NT, UK
Easting: 514782, Northing: 172019

Grid Cell: 40222

Report generated: 28/08/2018

Calculation Parameters

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

Map key - PTAL

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

Map layers

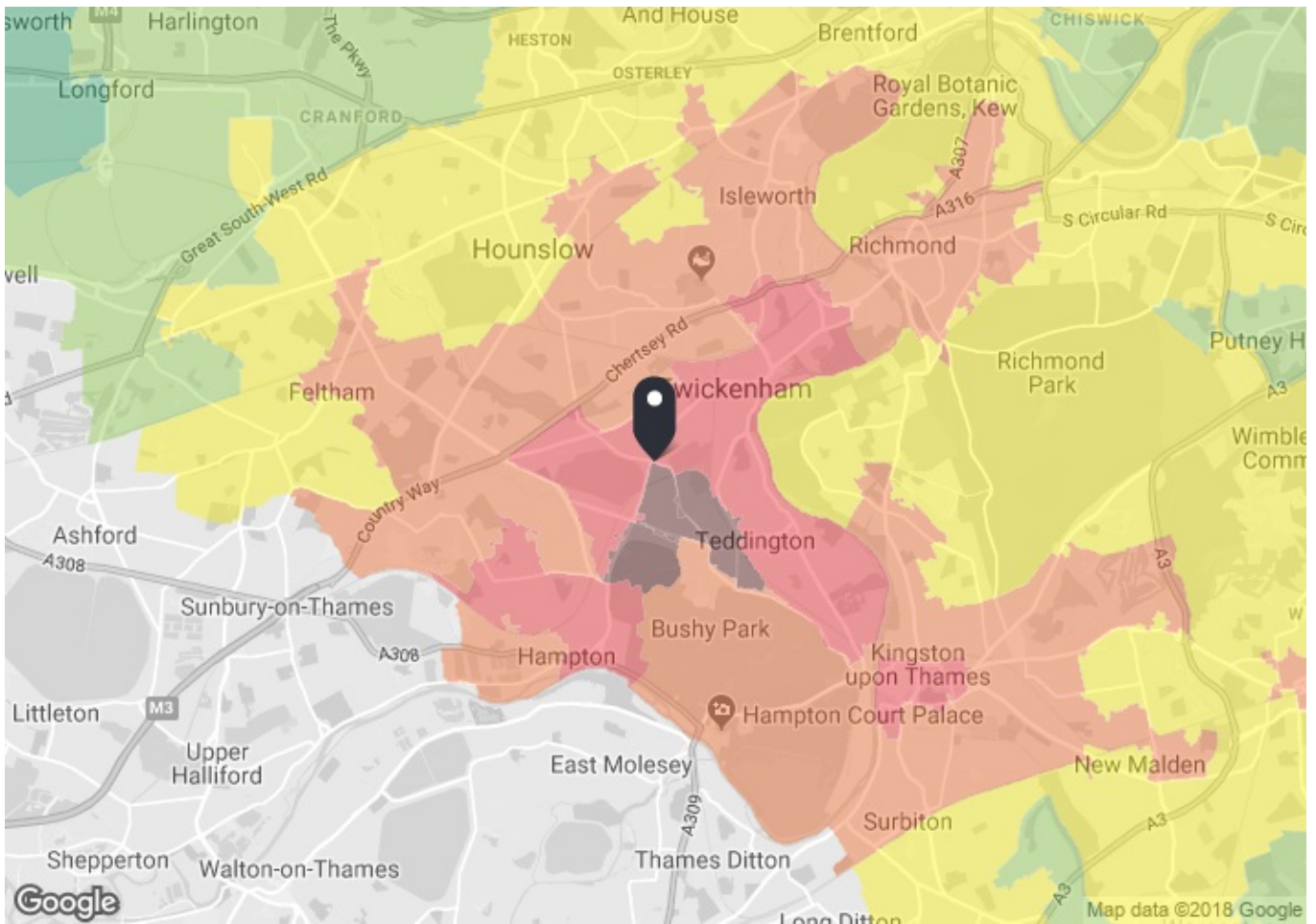
- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FULWELL COCK AND BULL	290	118.41	3	1.48	12	13.48	2.23	0.5	1.11
Bus	FULWELL COCK AND BULL	R70	118.41	6	1.48	7	8.48	3.54	0.5	1.77
Bus	FULWELL COCK AND BULL	267	118.41	6	1.48	7	8.48	3.54	0.5	1.77
Bus	FULWELL SOUTH ROAD	481	92.39	1	1.15	32	33.15	0.9	0.5	0.45
Bus	FULWELL SOUTH ROAD	X26	92.39	2	1.15	17	18.15	1.65	0.5	0.83
Bus	FULWELL SOUTH ROAD	281	92.39	7.5	1.15	6	7.15	4.19	0.5	2.1
Bus	FULWELL SOUTH ROAD	33	92.39	7.5	1.15	6	7.15	4.19	1	4.19
Rail	Fulwell	'WATRLMN-SHEPRTN 2H09'	546.15	2	6.83	15.75	22.58	1.33	1	1.33
Rail	Fulwell	'SHEPRTN-WATRLMN 2H10'	546.15	2	6.83	15.75	22.58	1.33	0.5	0.66
Rail	Fulwell	'SHEPRTN-WATRLMN 2H9Z'	546.15	1	6.83	30.75	37.58	0.8	0.5	0.4
Total Grid Cell AI:										14.61

Appendix C

Travel Time Mapping (TIM)













TIM output for Base Year
 Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location
 50 South Rd, Twickenham TW2 5NT, UK
 Easting: 514782, Northing: 172019

Report generated: 28/08/2018


*Population and employment: GLA forecasts 2016
 Town Centres: GLA 2016
 Education: EduBase 2016
 Health: NHS Direct, CQC 2016*

Code: NT086A05A

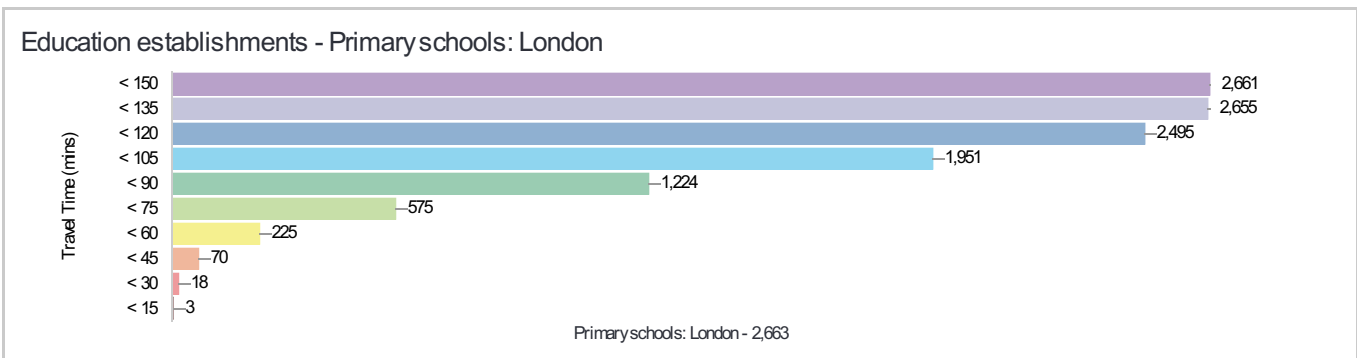
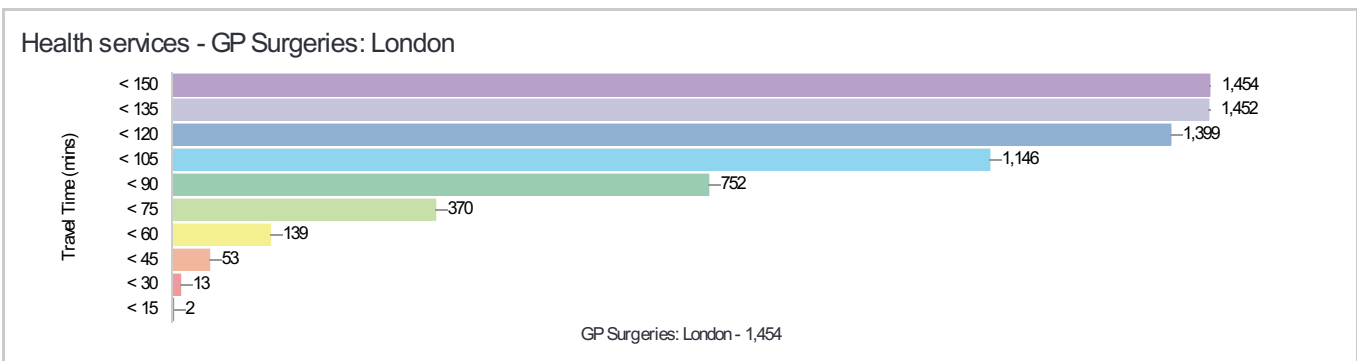
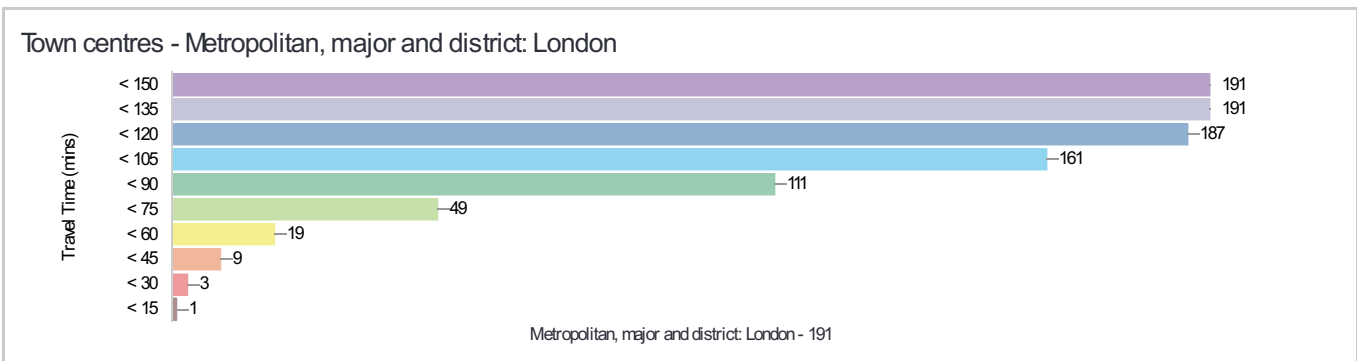
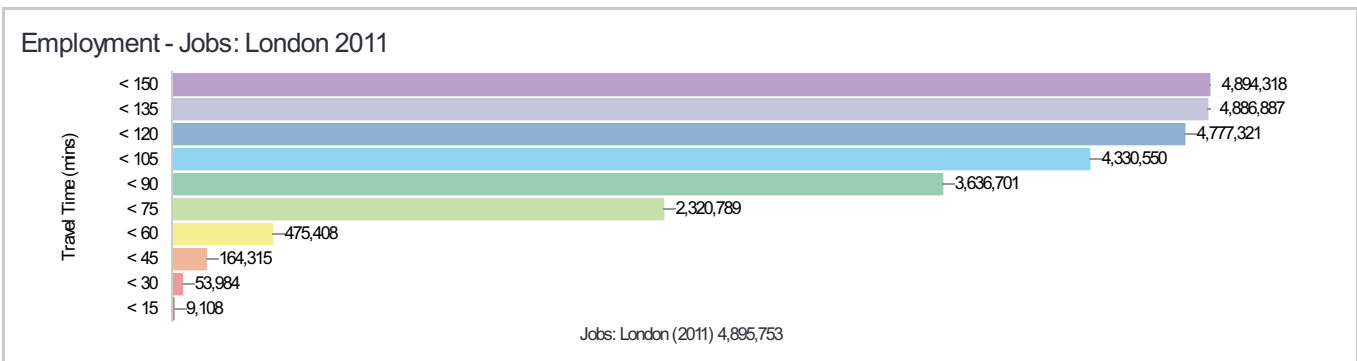
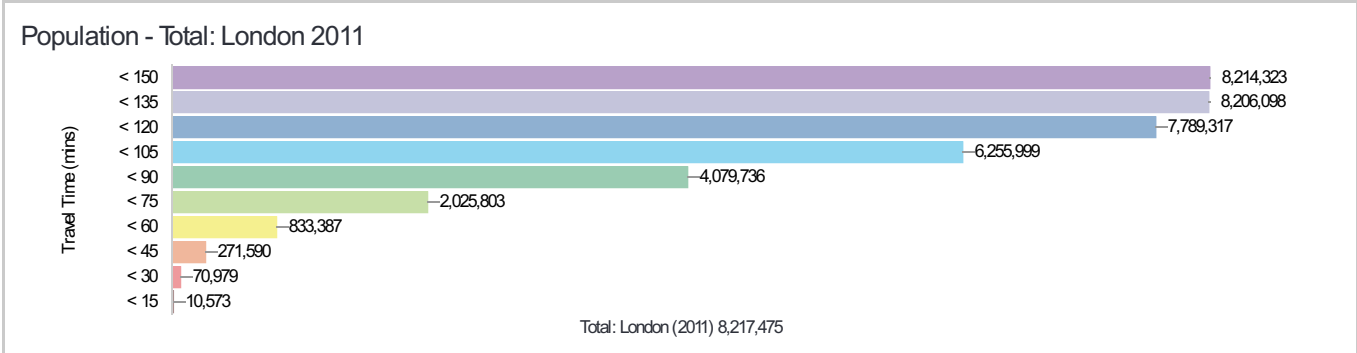
Map key - Travel Time

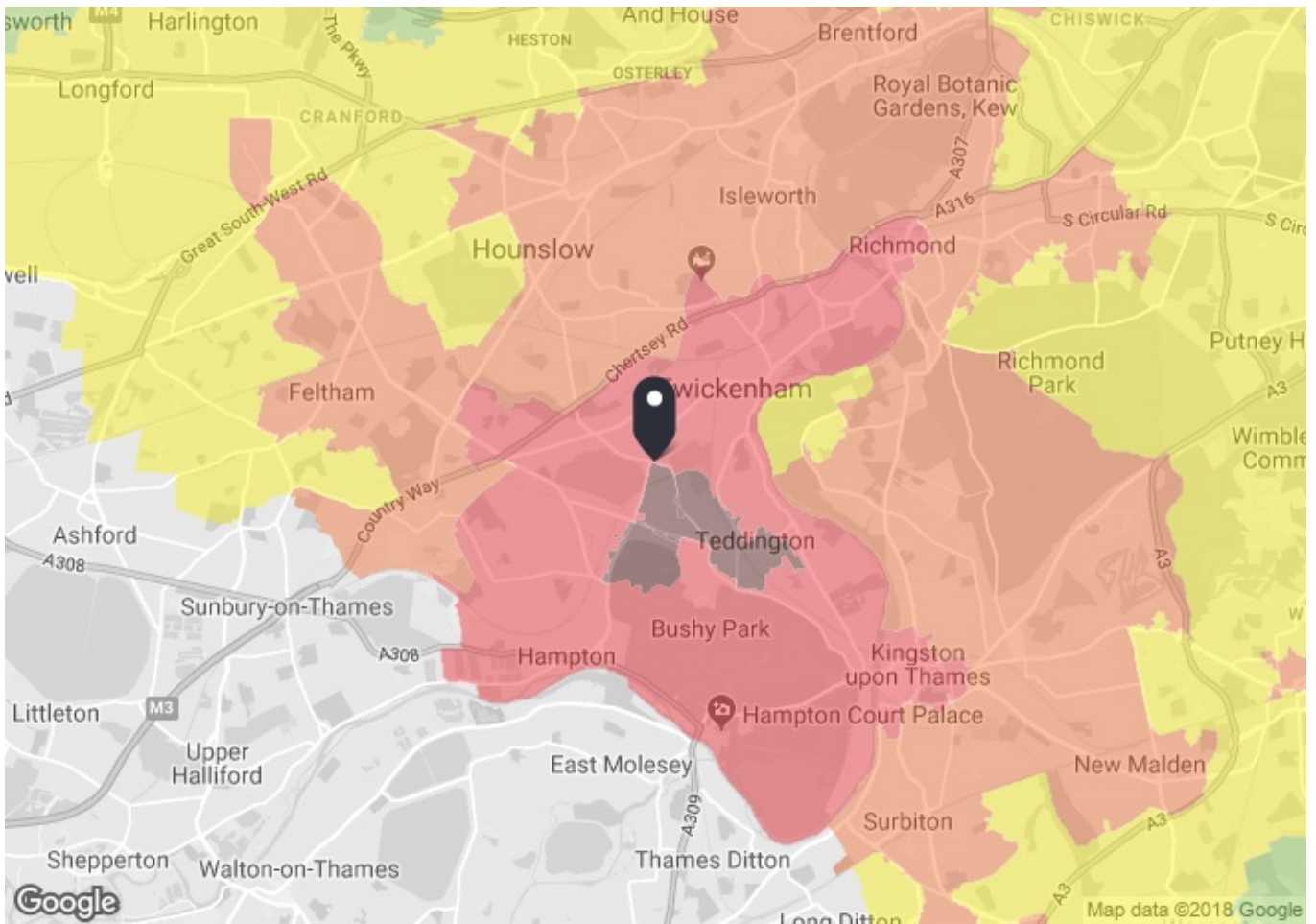
 < 15 mins	 15 - 30 mins
 30 - 45 mins	 45 - 60 mins
 60 - 75 mins	 75 - 90 mins
 90 - 105 mins	 105 - 120 mins
 120 - 135 mins	 135 - 150 mins

Map layers

-  Travel Times

Catchment data for your current selection















TIM output for Base Year
 Scenario: Base Year Mode: All public transport modes, Time of day: Between peaktimes, Direction: Average
 50 South Rd, Twickenham TW2 5NT, UK
 Easting: 514782, Northing: 172019

Report generated: 28/08/2018


*Population and employment: GLA forecasts 2016
 Town Centres: GLA 2016
 Education: EduBase 2016
 Health: NHS Direct, CQC 2016*

Code: NT096105A

Map key- Travel Time

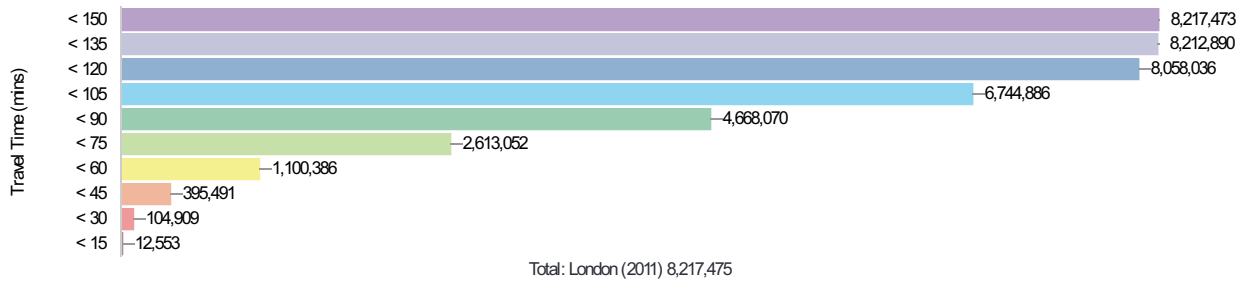
 < 15 mins	 15 - 30 mins
 30 - 45 mins	 45 - 60 mins
 60 - 75 mins	 75 - 90 mins
 90 - 105 mins	 105 - 120 mins
 120 - 135 mins	 135 - 150 mins

Map layers

-  Travel Times

Catchment data for your current selection

Population - Total: London 2011



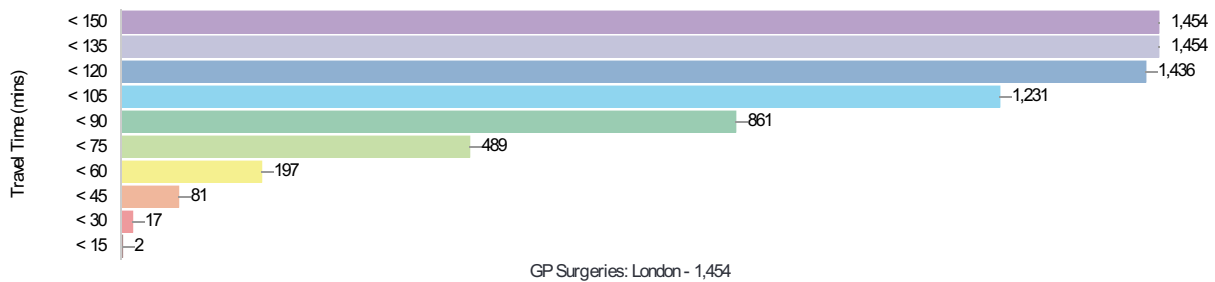
Employment - Jobs: London 2011



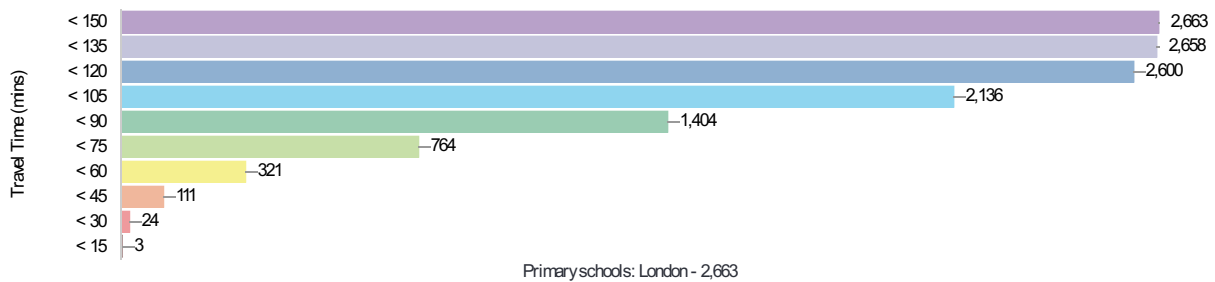
Town centres - Metropolitan, major and district: London

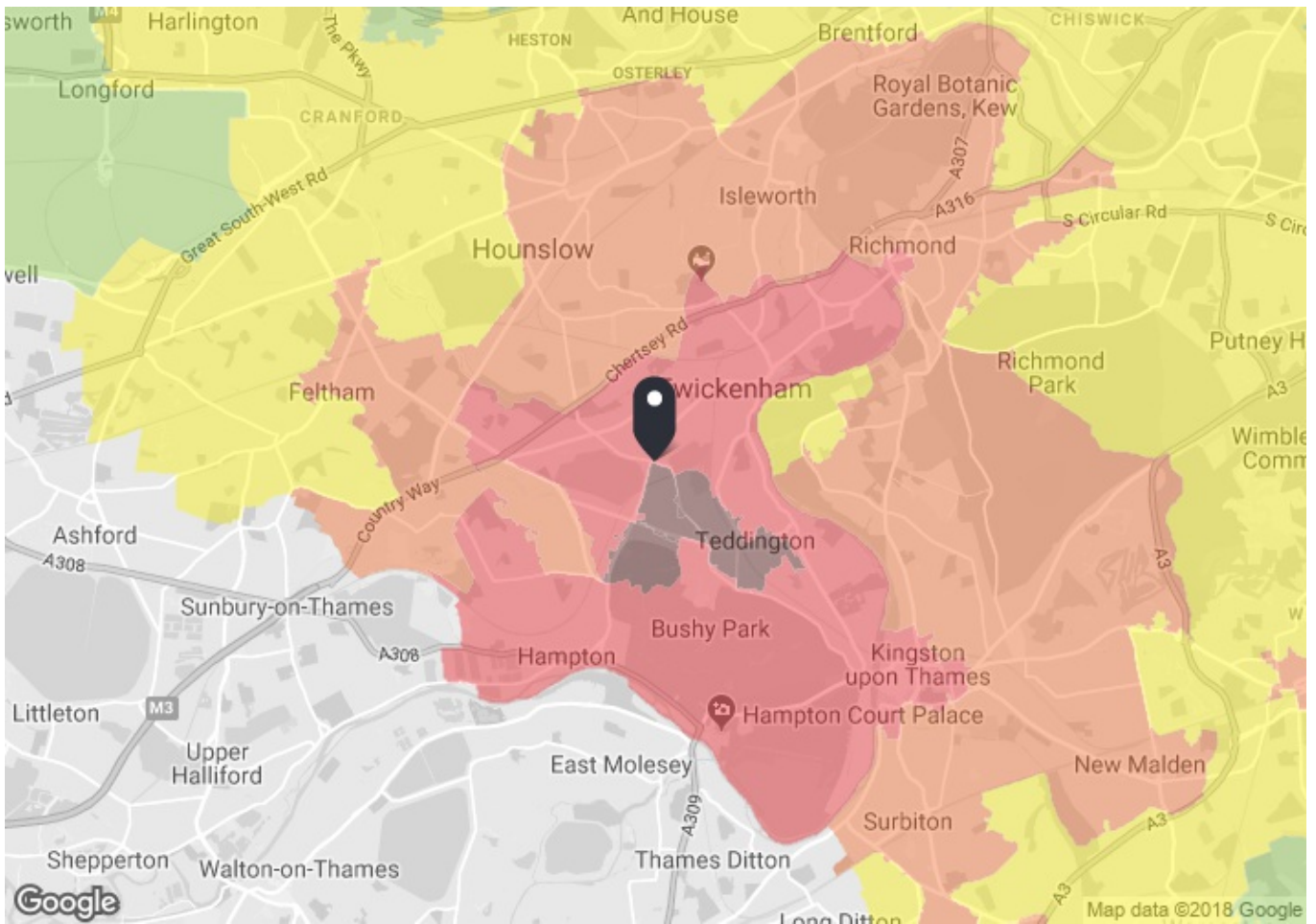


Health services - GP Surgeries: London



Education establishments - Primary schools: London





TIM output for Base Year
 Scenario: Base Year Mode: All public transport modes, Time of day: PM peak, Direction: Average











50 South Rd, Twickenham TW2 5NT, UK
 Easting: 514782, Northing: 172019

Report generated: 28/08/2018


*Population and employment: GLA forecasts 2016
 Town Centres: GLA 2016
 Education: EduBase 2016
 Health: NHS Direct, CQC 2016*

Code: NT087P05A

Map key- Travel Time

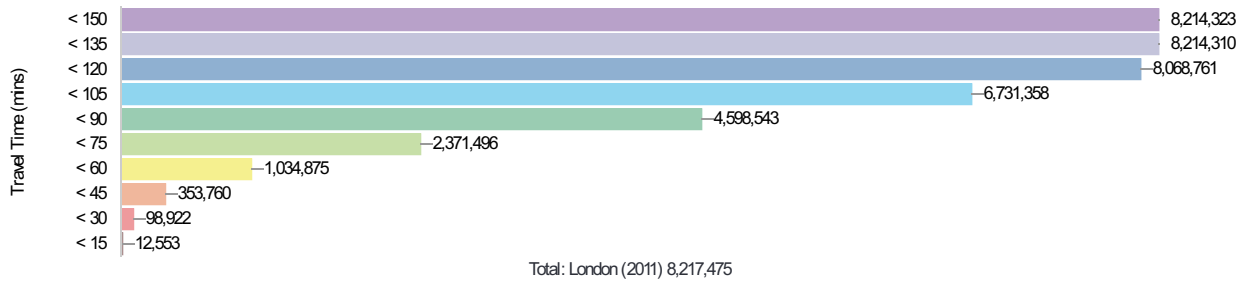
 < 15 mins	 15 - 30 mins
 30 - 45 mins	 45 - 60 mins
 60 - 75 mins	 75 - 90 mins
 90 - 105 mins	 105 - 120 mins
 120 - 135 mins	 135 - 150 mins

Map layers

-  Travel Times

Catchment data for your current selection

Population - Total: London 2011



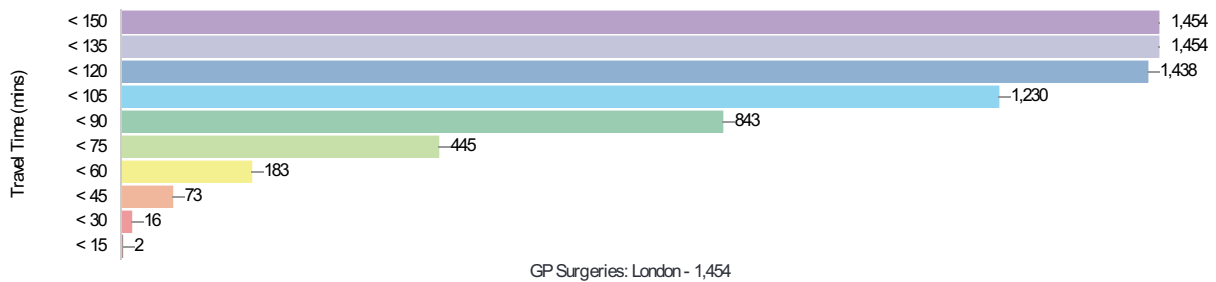
Employment - Jobs: London 2011



Town centres - Metropolitan, major and district: London



Health services - GP Surgeries: London



Education establishments - Primary schools: London

