75-81 George Street, Richmond

Framework Travel Plan

Canadian & Arcadia Ltd

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Limitations

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1 Introduction

1.1 WYG has been commissioned by Canadian & Arcadia Ltd (the 'Applicant') to prepare a Framework Travel Plan (FTP) report in support of the proposed mixed-use development at 75-81 George Street, Richmond, TW9 1HA within the London Borough of Richmond upon Thames (LBRuT) (the 'site').

1.2 The LBRuT are the Local Planning Authority (LPA) responsible for determining planning applications within the area and are also the Local Highways Authority (LHA).

1.3 This FTP sets out a long-term travel management strategy for the proposed development and aims to reduce the traffic and transportation implications of the proposed development. It is accompanied by a Transport Assessment (TA), which sets out the details of the proposed scheme and includes an impact assessment of the development. The FTP should be read in conjunction with the accompanying TA.

Travel Plan Requirements

1.4 This FTP has been prepared in accordance with the latest available guidance on the requirements for travel plans for new developments in London.

1.5 This FTP represents the Applicant's commitment to producing developments that are environmentally sustainable and that improve the quality of people's lives.

1.6 The development will be car-free; therefore, no car parking is currently proposed. The development will provide cycle parking and changing facilities in the basement. A loading bay will be provided on King Street in the same location as existing. As such this FTP addresses the site as a whole for both land uses.

What is a Travel Plan Framework?

1.7 A Travel Plan (TP) is a site-specific and dynamic strategy document that is intended to encourage the users / employees of a development and their visitors to travel to and from the site by sustainable modes of transport, and to reduce reliance on the private car. A TP is intended to continue to evolve as the development is constructed and occupied and should be a dynamic document. It should reflect the changing needs of the occupiers of the development and their visitors, the developer, members of the local community and the local environment.

1.8 The TP reflects the Applicant's commitment to improving facilities for its staff and the local community by helping to play their part in reducing traffic congestion in the local area and to improving the health of employees and the local community by encouraging more exercise and improving air quality.

1.9 An FTP is a site-wide Travel Plan produced as the first step in the travel planning process. It is required in mixed-use developments whereby the various elements of the proposals will require their own TP at a later stage of the planning process and where specific elements, such as exact list of tenants have not yet been identified.

How is a Travel Plan implemented?

1.10 There are several key principles in the introduction and development of TPs which are critical to their success. These include, but are not limited to:

1.11 *Site-Specific* – The TP must be site-specific and cater to the needs of the development it has been prepared for. A large-scale TP will not work for a small, low density housing project and similarly a

large-scale mixed-use project needs to have a TP that is progressive and provides a wide range of measures and alternatives.

1.12   *Integration* – A TP should be an integral part of the development process and not simply an after-thought. A TP should be used to influence the design and layout of the site to ensure that key features such as cycle storage, walking routes, car-club spaces and public transport access are all provided where they need to be and are well thought out.

1.13   *Partnerships* – Successful TPs require a commitment and involvement from a range of individuals, from the Project Architect to the Local Authority to the members of the local community. This commitment and involvement should ideally begin at the pre-application stage of the development and be carried right through to implementation and monitoring of the plan several years after the development has been occupied.

1.14   *Finances and the Future* – The ongoing provision of a TP, its measures, marketing needs and monitoring creates financial requirements that must be considered and catered for within the original TP which will be secured by a safeguarding condition for the development. As the TP evolves it needs to adapt and respond to monitoring information, and finances to make these changes should be agreed at the outset. A occupiers' committee or Management Company would be best placed to consider this and to take the TP forward in the future.

Benefits of a Travel Plan

1.15   Implementing a TP will result in several benefits for the development, its occupants, visitors and the local community. Examples of these benefits include:

- Better accessibility for users and staff and improved saleability of the development from the developer;

- Increasing the health and fitness of users and staff by encouraging walking and cycling more, leading to an improved quality of life;

- Reduced travel costs for users and staff;

- Better relations with neighbours, by helping to alleviate congestion in the area of the development;

- Reduced parking congestion in the area of the site;

- More satisfied and happier users and staff, increasing the attractiveness of the development;

- Reducing emissions and improving air quality in the area of the development; and,

- Tackling climate change by reducing emissions.

Background and Site Location

1.16   The site is located on the northern side of George Street (A307), in Richmond town centre. The site is located in an area of predominately retail and commercial land uses comprising Richmond town centre. The site is bound by George Street to the east, King Street to the south and commercial/residential properties to the north. The existing site is currently occupied by a House of Fraser department store and measures a total Gross Internal Area (GIA) of 7,312m^2 over five floors.

1.17   The site frontage is on George Street which provides all pedestrian and cycle access. Vehicular access can be gained via a servicing entrance on King Street. A loading bay is located on King Street, adjacent to the servicing entrance.

1.18   A strategic location plan, showing the situation of the site in the context of the wider surrounding area, is provided in **Figure 1.1**.

Figure 1.1   Strategic Location Plan
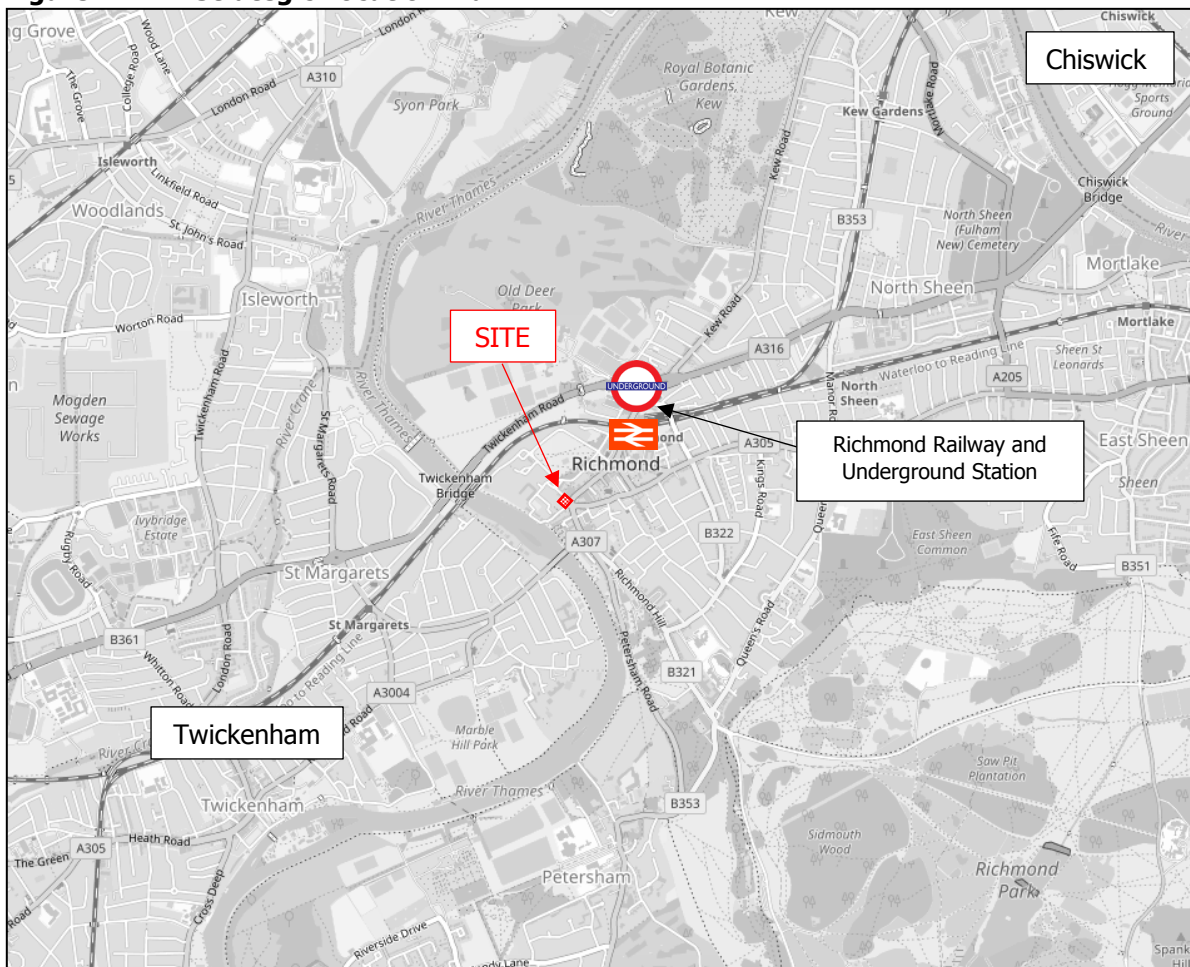
Image Source: OpenStreetMap with WYG Annotations, March 2019

Proposed Development

1.19   The scheme proposals (hereafter referred to as the 'proposed development') are as follows:

The erection of additional storey at fourth floor (with associated roof terrace) and plant room above; 2nd floor rear extension; replacement of roof to the adjacent existing single storey extension at rear to include roof light; enclosed staircase to rear; terraces to rear; and associated plant. Other elevational alterations include; removal of canopy to 80 George Street; new shopfronts to 4 Paved

Court, Golden Court entrance, and King Street and George Street frontages; new fenestration throughout; and new canopies.

Change of use of 80 George Street from A1 (retail) to mixed use comprising: Class B1 to the existing floors 2,3 and the new fourth floor; Flexible Class A1 and Class B1 (existing floor 1); Class A1 (existing ground); Flexible Class A1 and Class D2 (existing basement); and Change of use of 16 Paved Court/20 King Street to Class B1 (existing floors 1,2).

Report Structure

1.20   Following this introductory section, the remainder of this FTP is structured as follows:

- **Chapter 2: Policy Review** - provides a review of relevant current and emerging national, regional and local policies that affect the site.
- **Chapter 3: Site Assessment** – provides an outline review of the existing transport conditions prevailing at the site and in the immediate surrounding area.
- **Chapter 4: Objectives and Targets** – This chapter sets out the objectives and targets of the TP, including modal split targets.
- **Chapter 5: Travel Plan Management** – This chapter sets out how the TP will be managed.
- **Chapter 6: Measures and Initiatives** – This chapter provides measures and initiatives that will be used at the development to achieve the objectives and targets set out in the TP.
- **Chapter 7: Monitoring** – This chapter of the Travel Plan sets out the monitoring strategy for the TP.
- **Chapter 8: Action Plan** – The Action Plan summarises the tasks of the Travel Plan Coordinator and Developer throughout the lifetime of the TP.
- **Chapter 9: Securing and Funding**– This presents a securing and funding programme for the TP.

2   Policy Review

General

2.1   This section of the FTP examines the context of the site and how this relates to relevant planning policies and guidelines, particularly those referencing the requirement for TPs. It provides an overall planning context for the development and demonstrates an awareness of best practice travel planning guidance.

National Policy

- National Planning Framework (NPPF) (2019); and
- The National Planning Practice Guidance (NPPG) (2014).

Regional Policy

- TfL Travel Planning Guidance (2013);
- The London Plan – Draft with Amendments (2018); and,
- The London Plan – Consolidated with Alterations (2016).

Local Policy

- London Borough of Richmond Upon Thames: Local Plan (2018).

National Policy

National Planning Policy Framework (NPPF) (February 2019)

2.2   This document sets out the Government's planning policies for England and how these should be applied, providing a framework within which locally-prepared plans for housing and other development can be produced. It was formally adopted on the 24th July 2018 and updated on the 19th February 2019. It replaces the previous NPPF that was published March 2012.

2.3   Paragraph 102 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.4   Paragraph 103 states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

2.5 Paragraph 106 states that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 108 states it should be ensured that:

*"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and,
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.7 Paragraph 109 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8 Paragraph 110 states that applications for developments should:

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.9 Moreover, Paragraph 111 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

National Planning Practice Guidance (NPPG) (March 2014)

2.10 The Government's NPPG was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource to provide further guidance and interpretation of the previous NPPF (March 2012). The NPPG remains a valid guidance document in support of the current NPPF (July 2018), although where there may be contradictory advice, then the NPPF should take precedence.

2.11 Within the NPPG, the 'Travel Plans, Transport Assessments and Statements in Decisions-Taking' guidance provides advice on when Transport Assessments (TAs) and Transport Statements (TSs) are required, what they are and what they should contain.

2.12 Paragraph 6 sets the importance of these documents stating that they can positively contribute to:

- *'encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*

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- *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

The London Plan (August 2018) – Draft with Amendments

2.13   A Draft London Plan was published in December 2017, following which the Draft London Plan showing minor suggested changes was published on the 13th August 2018. The minor changes provide clarifications, corrections and factual updates to the Consultation Draft Plan, the objective being to inform the Examination in Public (EiP).

2.14   The Draft London Plan is a Replacement Plan, meaning that it is not an alteration or update to previous plans. It focuses on the concept of 'Good Growth', growth that is socially and economically inclusive and environmentally sustainable. Whilst acknowledging that the document is still in draft form, it is considered likely that the new plan will be a material consideration in the context of the planning application for the proposed development discussed herein. As such, the key traffic and transportation objectives, strategies and policies, to which the proposed development will have to adhere are discussed below.

2.15   Policy T4 of the document, 'Assessing and mitigating transport impacts', acknowledges the role of travel plans in reducing negative impacts and bringing about positive outcomes.

2.16   Moreover, Figure 10.1A of the document (shown below) sets out mode shares in central, inner and outer London expected to be required for a city-wide 80 per cent share for walking, cycling and public transport:

2.17   Policy T2 'Healthy Streets' supports Londoners' need to travel more efficiently to keep the city functioning and to maintain and improve the quality of life for residents. It states that "strategic-level planning to ensure walking, cycling and public transport are the first choices for travel is the only way to achieve this."

2.18   Policy T5 'Cycling' states that "development plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle."

2.19   Policy T6 'Parking' states that "car parking should be restricted in line with levels of existing and public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in place that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."

The London Plan (March 2016) - Consolidated with Alterations Since 2011

2.20   The London Plan, published in March 2016 (consolidated with alterations since 2011) is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

2.21   Enabling sustainable modes of transport is seen as key to supporting this vision. Objective Six of the London Plan notes that London should be:

> 'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan.'

2.22   Chapter 6 of the London Plan is entitled 'London's Transport' and sets out a number of policies, of which Policy 6.1 'Strategic Approach' states:

> 'The Mayor will work with all relevant partners to encourage the closer integration of transport and development through:
>
> * encouraging patterns and nodes of development that reduce the need to travel, especially by car;
> * seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
> * supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations;
> * improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London;
> * promoting walking by ensuring an improved urban realm; and
> * seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step free access where this is appropriate and practicable.'

TfL Travel Planning Guidance (2013)

2.23   TfL's 'Travel Planning Guidance' (hereafter know as Guidance') supersedes the previous TfL Guidance 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing' (January 2012). The Guidance sets out the requirements and thresholds for different types of travel plans depending on the scale and land use(s) of the development and details of future occupants of the proposed land uses.

2.24   The development scale guidelines for travel plans are set out in Figure 2.1 of the Guidance. The thresholds for A1 Food Retail and B1 Business are extracted in **Table 2.1**.

Table 2.1   Development Scale Guidelines for Travel Plans

Planning Use Class	Travel Plan Statement	Full Travel Plan
A1 Food/Non-Food Retail	More than 20 staff but less than 1,000 sqm	Equal or more than 1,000 sqm
B1 Business	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
D2 Assembly and Leisure	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm

Source: Transport for London, 2013

2.25   Based on the above guidelines, an overall Full Travel Plan is to be provided covering the A1, B1 and D2 elements of the site.

Local Policy

London Borough of Richmond Upon Thames: Local Plan (July 2018)

2.26   The Council's Local Plan sets out policies and guidance for the development of the borough over the next 15 years. It looks ahead to 2033 and identifies where the main developments will take place, and how places within the borough will change, or be protected from change, over that period.

2.27   **Policy LP 44** refers to **Sustainable Travel Choices** and states the following:

"The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

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 Assessment if it is a major development, and a Transport Statement if it is a minor development.

Summary

2.28   In summary, there are a number of current and emerging integrated land use and transport planning policies and guidance documents that refer to sustainable travel and the role of TPs in enabling this. This document has been produced in line with the current policies and guidance on TPs.

3 Site Assessment

General

3.1 This chapter of the report establishes the existing, or 'baseline', transport conditions currently prevailing at the site and within the immediate surrounding area.

3.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.3 Baseline conditions have been informed by a desktop study in February 2019.

Site Location and Description

3.4 The site is located on the northern side of George Street (A307), in Richmond town centre. The site is located in an area of predominately retail and commercial land uses comprising Richmond town centre. The site is bound by George Street to the east, King Street to the south and commercial/residential properties to the north. The nearest London Underground and Railway station to the site is Richmond, located approximately 450 metres to the north of the site.

3.5 The existing site is currently occupied by a House of Fraser department store and measures a total Gross Internal Area (GIA) of 7,424m^2 over five floors.

3.6 A detailed site location plan is provided in Section 1, **Figure 1.1** of this TP to show how the site is connected to the local highway network.

Site Access and Pedestrians

3.7 The site has a servicing access for vehicles on King Street which provides access for delivery, servicing and emergency vehicles. A loading bay is located adjacent to the servicing entrance. Pedestrian access can be gained via two entrances on George Street. Cycle access can be gained via access off King Street.

3.8 Footways are provided on both sides of George Street. A pelican pedestrian crossing is located adjacent to the site's northeast pedestrian entrance, with tactile paving and dropped kerbs provided. A raised tabled zebra crossing is also located adjacent to the southern pedestrian entrance, which crosses King Street. This crossing includes tactile paving.

Cycle Network

3.9 There are a number of cycle routes within proximity of the site, which are part of the London Cycle Network (LCN), these include the following:

- Cycle Route 33 – Leatherhead – (Chessington) – Kingston – Richmond; approximately 170 metres to the southwest of the site along the River Thames;
- Cycle Route 36 – A316 – (Sunbury) – Twickenham – Hammersmith; approximately 480 metres to the north of the site along the A316; and,
- Cycle Route 37 – A316 parallel, (Feltham) – Twickenham – Richmond – (Wandsworth) – Central London, immediately adjacent to the site along George Street.

3.10 Cycle Route 33 comprises an off-road cycle route along the eastern side of the River Thames. The route heads south towards Kingston, through Ham House and Garden before becoming an on-road route along the A307 until reaching Kingston upon Thames town centre. Cycle Route 36 comprises an

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off-road shared pedestrian and cycle path following the A316 towards Hammersmith. Cycle Route 37 comprises an on-road cycle route immediately adjacent to the site along George Street.

3.11   **Figure 3.1** shows the location of these cycle routes (highlighted in purple) in relation to the site, which is indicated by the yellow star.

Figure 3.1   Local Cycle Network
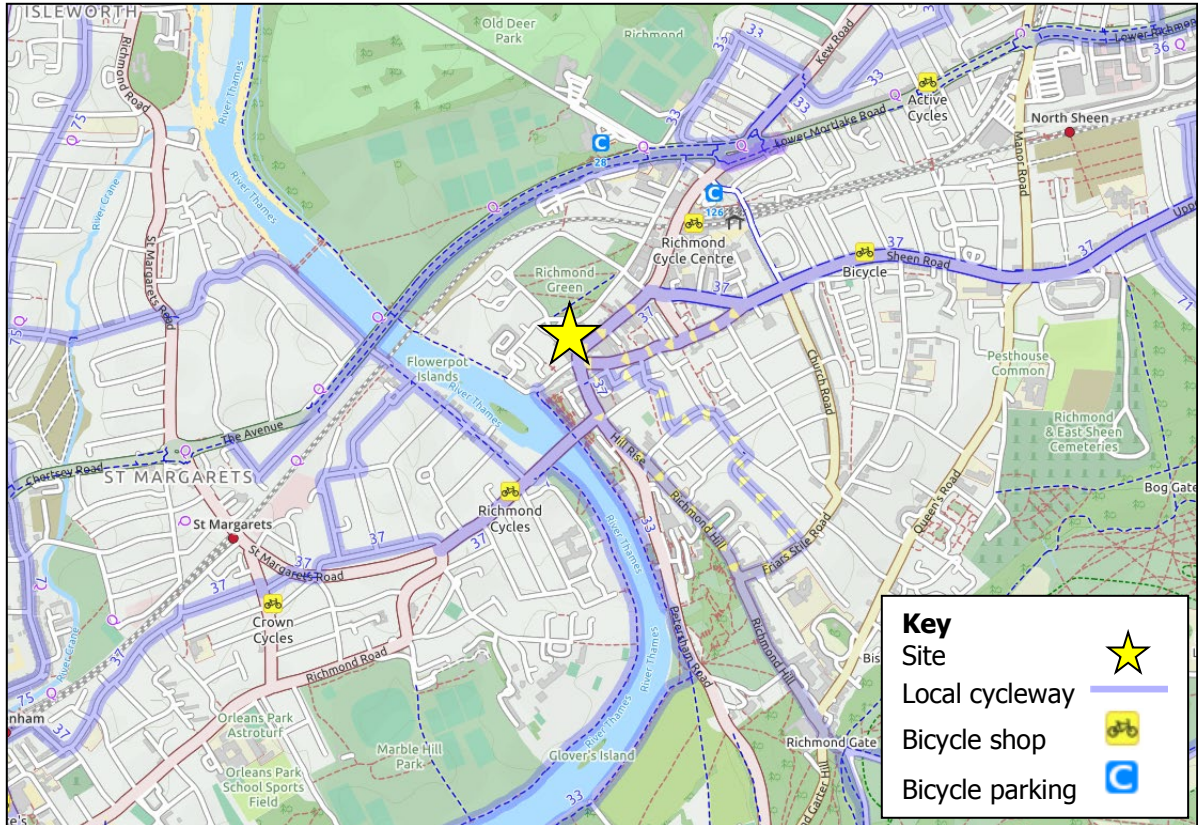
Source: OpenStreetMap Cycle Map with WYG Annotations, February 2019

Public Transport

Public Transport Accessibility Level (PTAL)

3.12   Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.13   Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations and underground stations, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services 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 (bus, rail etc) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

3.14   The measure, therefore, reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and,
- The level of service at the public transport access points – i.e. average waiting time.

3.15   The PTAL rating of the site is "6a" indicating an excellent level of public transport accessibility. This PTAL value has been taken from the online TfL PTAL calculator. A map showing the PTAL levels across the site in 100m square areas is shown in **Figure 3.2**.

Figure 3.2   Site PTAL Map

Source: WebCAT, Transport for London, March 2019

Bus Services

3.16   The site is conveniently located for a number of bus stops with a variety of destinations within a short walking distance of the site. The closest bus stops are located approximately 60 and 120 metres to the northeast of the site, one of these bus stops comprises a standing pole with timetable information whilst the other comprises a standing pole, timetable information, shelter and seating. These stops are served by 14 bus routes, which are Routes 33, 65/N65, 160, 337, 371, 391, 419, 490, 493, H22, H37, N22, R68 and R70, providing services to Ealing Broadway, Kew, Fulham and West Brompton. **Figure 3.3** shows how the existing bus routes run in close proximity to the site.

Figure 3.3   Existing Bus Routes

Source: OpenStreetMap with WYG Annotations, March 2019

3.17   **Table 3.1** summarises the bus routes that serve the bus stops closest to the site. It can be seen in **Figure 3.3** and **Table 3.1** that the site currently has a high level of accessibility by bus with 14 different services available.

Table 3.1   Bus Services near the Site

Service	Route	Service Frequency			
		Daytime Frequency	**Evening Frequency**	**Saturday**	**Sunday**
33	Fulwell Garage – Teddington – Twickenham – Richmond – East Sheen – Barnes Common – Hammersmith	Every 8 minutes	Every 10-12 minutes	Every 8 minutes	Every 15 minutes
65/N65	Kingston – Petersham – Richmond – Kew – Brentford – South Ealing - Ealing	Every 6 minutes	Every 10 minutes	Every 6 minutes	Every 14-15 minutes
160	Sidcup – Chislehurst – New Eltham – Eltham – Middle Park – Eltham Green – Sandhurst road - Catford	Every 13-15 minutes	Every 18-20 minutes	Every 14 minutes	Every 20 minutes
337	Richmond – East Sheen – Barnes Common – Putney – Wandsworth – Clapham Junction	Every 12 minutes	Every 15 minutes	Every 12 minutes	Every 15 minutes
371	Kingston – Norbiton - Tudor Drive – Ham – Ashburnham Road – Petersham – Queen's Road – Richmond Hill – Richmond Manor Road Sainsbury's	Every 10 minutes	Every 10 minutes	Every 10 minutes	Every 12 minutes
391	Richmond – Sandycombe Road – Kew Bridge – Turnham Green – Hammersmith – West Kensington – Fulham – Sands End	Every 12 minutes	Every 13-15 minutes	Every 12 minutes	Every 13 minutes
419	Richmond – Lower Richmond Road – Mortlake – Barnes – Suffolk Road – Howsman Road - Hammersmith	Every 15 minutes	Every 15 minutes	Every 15 minutes	Every 30 minutes
490	Heathrow Airport Terminal 4-5 – Hatton Cross – Feltham – Staines Road – Twickenham – Richmond	Every 12 minutes	Every 12 minutes	Every 12 minutes	Every 20 minutes
493	Richmond – East Sheen – Roehampton – Putney Heath – Southfields – Wimbledon Park – Church Road – Wimbledon – Gap Road – Plough Lane - Tooting	Every 12 minutes	Every 20 minutes	Every 12 minutes	Every 20 minutes
H22	Hounslow – Hall Road – Whitton – Staines Road – Twickenham – Richmond	Every 12 minutes	Every 20 minutes	Every 12 minutes	Every 20 minutes
H37	Hounslow – Isleworth – St Margaret's - Richmond	Every 6 minutes	Every 8-10 minutes	Every 6 minutes	Every 8-10 minutes
N22	Fulwell – Twickenham – Richmond – Putney Common – Chelsea – Berkeley Square – Oxford Circus	Every 30 minutes	Every 30 minutes	Every 30 minutes	Every 30 minutes
R68	Hampton Court – Teddington – Twickenham – Richmond – Kew Retail Park	Every 15 minutes	Every 20 minutes	Every 15 minutes	Every 15 minutes
R70	Hanworth/Nurserylands – Hampton Hill – Twickenham - Richmond	Every 6-10 minutes	Every 15 minutes	Every 6-10 minutes	Every 15 minutes

Source: Transport for London

London Underground Services

3.18   Richmond LU Station is served by the District Line and is within a 6-minutes walking distance of the site (450m). **Table 3.2** shows the London Underground route that services Richmond station.

Table 3.2   Nearby London Underground Routes and Peak Frequencies

Underground Station	Underground Service	Frequency (minutes)		Last Train
		AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	
Richmond	District Line	9	10	00:51

Source: Transport for London

3.19   **Table 3.2** above shows the existing site is very accessible by London Underground services.

Mainline Rail Services

3.20   The site is within 450m of Richmond railway station, which is served by the Overground service to and from Stratford and the South Western Railway to and from the south and southwest England, including London Waterloo, Windsor & Eton Riverside, Reading. **Table 3.3** summarises South Western Railway and Overground frequencies in destinations accessible directly from Richmond Station. South Western and Overground network maps are included in **Appendix A** for information.

Table 3.3   Richmond Station Railway Services

Operator	Destination	Average Journey Time	Peak Frequency (08:00-09:00)	Interpeak Frequency
South Western Railway	London Waterloo	19 minutes	8 per hour	8 per hour
	Reading	1hr 6minutes	2 per hour	2 per hour
	Windsor & Eton Riverside	34 minutes	2 per hour	2 per hour
Overground	Stratford	1hr 2minutes	4 per hour	4 per hour

Source: South Western Railway and TFL, March 2019.

Local Highway Network

3.21   The site is located on the northern side of George Street (A307), in Richmond town centre. The site is bound by George Street to the east, King Street to the south and commercial/residential properties to the north.

A307 George Street

3.22   George Street (A307) is a single carriageway road and operates as a one-way street, with northbound traffic only. The road is located between Water Lane to the south and the Quadrant to the north. George Street forms one of the main retail shopping streets within Richmond. The road is subject to a 30mph speed limit and measures approximately 5m in width.

3.23   George Street merges into The Quadrant past the junction with The Square/Sheen Road. The Quadrant is a two-way single carriageway road and continues north connecting to the A316 Twickenham Road at the four-arm roundabout junction, part of the Strategic Road Network (SRN).

3.24   George Street has footways on both sides of the carriageway approximately between 2m and 2.5m wide. There are double yellow road markings in place along George Street as it runs past the site, with double yellow marker blips to indicate that no parking or loading is allowed at any time.

King Street

3.25   King Street is a single carriageway road and operates as a one-way street, with northbound traffic only. King Street is located between George to the south and The Green/Friars Lane junction to the north. The road provides access to the servicing entrance of the existing building and is subject to a 30mph speed limit and measures approximately 5m in width.

Car Parking

Controlled Parking Zones

3.26   The site is located in the Richmond (A1) Controlled Parking Zone (CPZ).

3.27   LBRuT CPZs operate mainly from Monday to Saturday 8.30am to 6.30pm. However, in part of the A1 zone, parking controls also apply on Sundays and Bank Holidays from 11am to 5pm. The same time periods apply to the loading bay restriction on King Street which has a 20 minutes loading limit and no return within one hour.

3.28   **Figure 3.4** shows a section of the LBRuT CPZ map, indicating the different existing zones surrounding the site.

Figure 3.4   LBRuT CPZ A1 Zone and Site Location
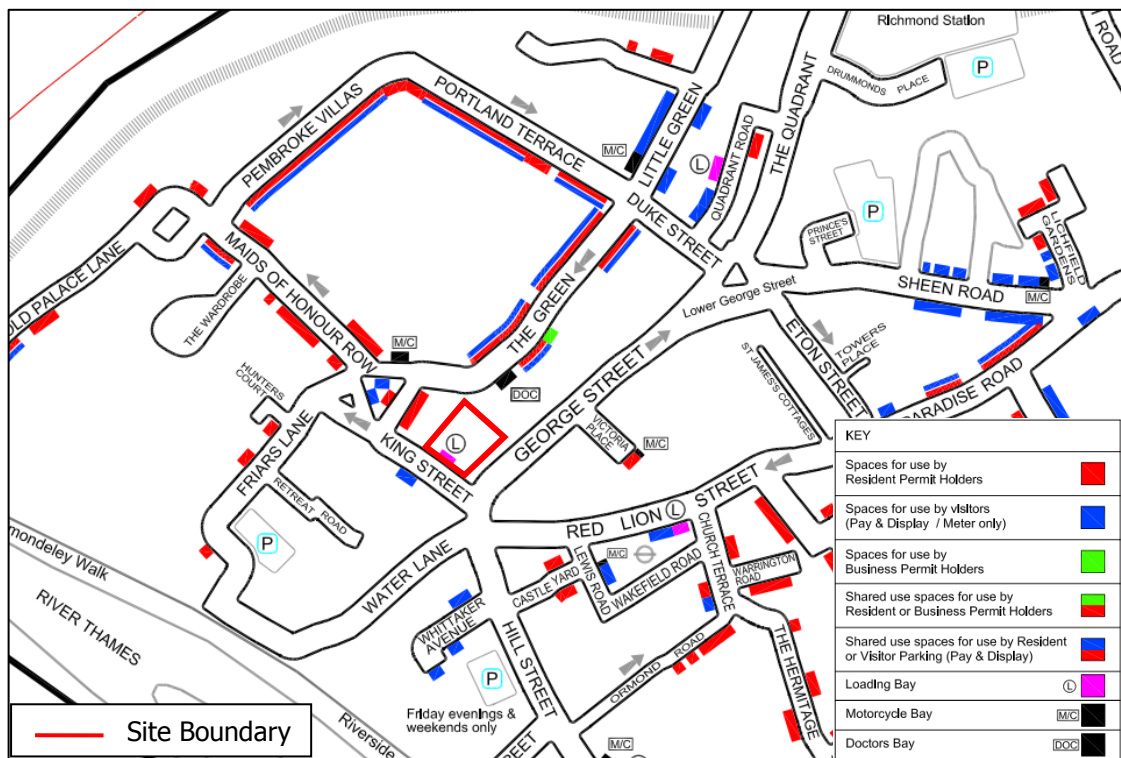
Source: London Borough of Richmond Upon Thames

On-Site Car Parking

3.29   As the building is a retail store in an established town centre location there is currently no on-site parking provided at the site. Three Pay & Display parking bays are located on the southern side of King Street, approximately 40 metres to the west of the pedestrian entrance to the department store which is situated at the junction between King Street and George Street. A loading bay is located on the northern side of King Street, adjacent to the servicing entrance of the building. Apart from these locations, the remainder of King Street and George Street is subject to double yellow parking

restrictions within the Controlled Parking Zone (CPZ) A1. These parking restrictions apply from Monday to Saturday between 8:30am to 6:30pm.

3.30   The nearest disabled parking bay is located approximately 170 metres to the northeast of the site, on the southern side of George Street, adjacent to the Tesco Metro store.

Nearby Car Parks

3.31   To support the retail / commercial offer present in the town centre, there are a number of car parks located within close proximity (7 minutes' walking distance) including; Friars Lane (63 spaces), Paradise Road (337 spaces), Richmond Station (481 spaces) and Old Deer Park (447 spaces) as well as other car parks. As a result, there are a total of 1,328 parking spaces within a short walking distance of the site. The location of these car parks is shown in **Figure 3.5**.

Figure 3.5   Nearby Car Parks
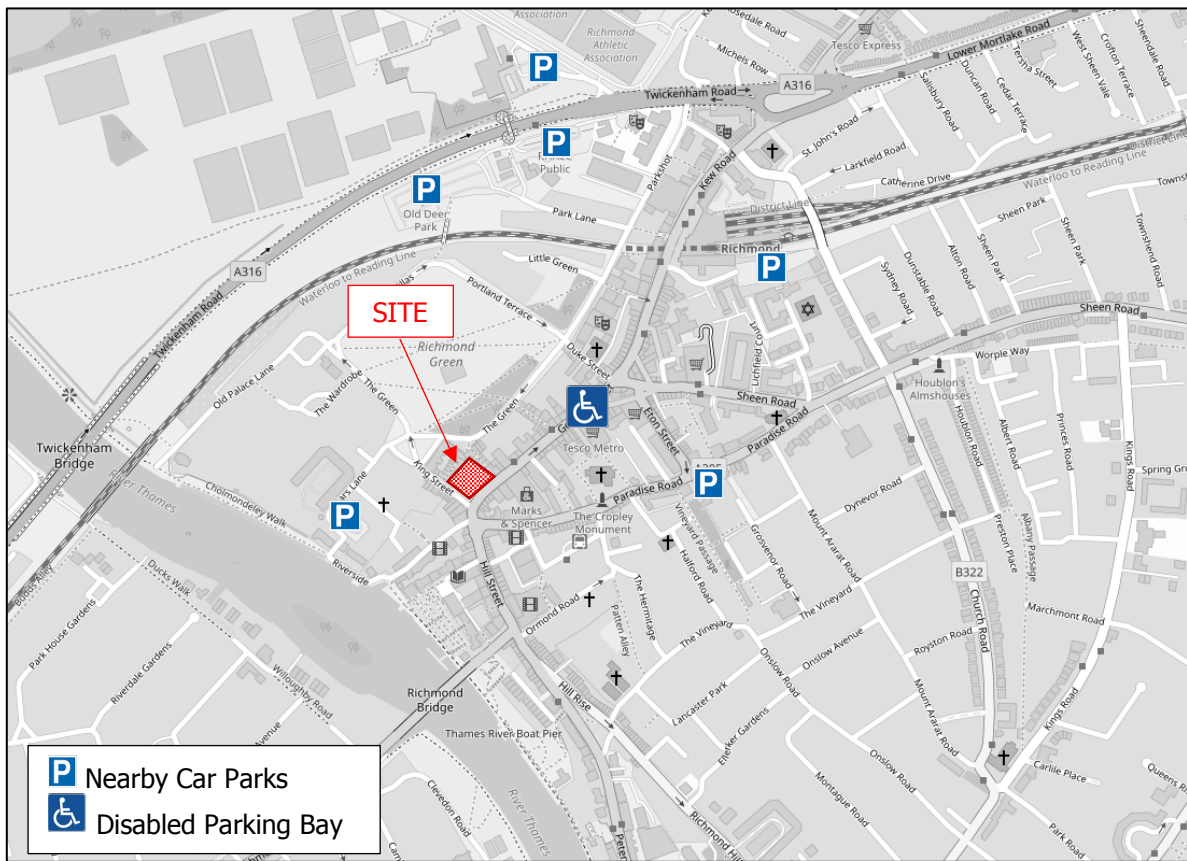
Source: OpenStreetMap with WYG Annotations, April 2019

4 Objectives and Targets

4.1 This chapter sets out the overarching objectives for the FTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured.

- Objectives are the high-level aims of a TP. They help to give a TP direction and provide a clear focus.

- Targets are the measurable goals by which progress will be assessed. The TPs set out targets which the development will seek to reach within the period covered by this TP. In addition, interim targets have been set.

4.2 The objectives, targets and indicators are set out in this chapter.

Objectives

4.3 The FTP's overriding objective is:

'To engage with and encourage employees to use more sustainable ways of travelling to / from the development site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.'

4.4 The sub-objectives are:

- **Sub-objective 1:** To increase employee awareness of the advantages and availability of sustainable/ active modes of transport;

- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;

- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate employee and visitor travel by sustainable modes; and therefore,

- **Sub-objective 4:** To reduce the impact of trips associated with the development on the surrounding road and public transport network.

4.5 The overall objective of the FTP is to effect an increase in the proportion of walking and cycling to and from the development, and this will be monitored accordingly through the use of travel surveys. As the development is to be car-free in a town centre location, the number of people travelling to and from the site by single occupancy car will be very low.

4.6 Other less direct objectives of the FTP are to increase awareness about the environmental and personal financial implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback from occupants, both at the outset of the plan and as the strategy evolves.

Projected Mode Split

4.7 Figure 3.2 of TfL's Travel Planning Guidance published in 2013 emphasises the importance of providing targets for the FTP based on trip rates and modal splits in the TA. The projected travel mode split of trips attracted to and from the proposed development is set out in the TA.

4.8 The mode share of the commercial element of the development has been established using three comparable survey sites extracted from the TRICS database for office (Class B1). **Table 4.1** sets out the TRICS modal share for the site.

Table 4.1   Proposed Mode Split (B1 Office)

Mode	B1 Mode Split*
Bus/ Tram/ Underground	26%
Train	31%
Driving a car or van	1%
Passenger in a car or van	2%
Bicycle	3%
On foot	37%
Other	0%
Total	**100%**

*Note figures have been rounded.

Targets

4.9   To ensure that TPs are successful it is important to set clear and concise targets to measure that success. The targets for the TPs should be SMART targets (Specific, Measurable, Achievable, Realistic and Time-Bound).

4.10   As the proposed development is currently not built out or occupied, there is no baseline modal split data against which targets for the TP can be set. It is intended that baseline travel surveys will therefore be undertaken within six months of occupation, in accordance with the schedule set out below:

- A separate office travel survey to be undertaken within six months of occupation;
- A separate retail land use travel survey to be undertaken within six months of occupation. It is anticipated that a visitor TP for the retail element of the development will not be required as the majority of visitors are likely to be undertaking linked trips to other destinations in the town centre; and,
- A separate travel survey to be undertaken within six months of occupation for the D2 leisure use.

4.11   Future travel surveys will be undertaken on or around the anniversary of the date of the baseline travel survey in years 1, 3 and 5 in accordance with TfL i-TRACE guidance.

4.12   For the purposes of this FTP an assessment of potential modal split for the development has been undertaken using TRICS surveys of similar developments in Greater London. It should be noted however, that these figures represent an estimate of the modal split, and the targets for the development will be considered against the actual modal split recorded during the baseline travel surveys of the development.

Draft Targets

4.13   The development will adopt targets, which are set out below and in **Table 4.2**. These targets are designed to help achieve the overriding objectives and sub-objectives included within this section.

- A named Travel Plan Coordinator (TPC) will be in place to take responsibility for moving the TP Framework forwards prior to first occupation of the development. The TPC will be responsible for setting up a steering group for the Workplace TPs as discussed in the measures section of this FTP. It is proposed that details related to the TPC and steering group will be provided to LBRuT prior to first occupation of the development.

- Prior to occupation of the development, the relevant measures discussed within the Action Plan included in this FTP (see Section 10) will have been put in place so far as is reasonably possible subject to the needs of the development.
- Within six months of occupation, a full office, retail and leisure travel survey will be undertaken, and the information used as a baseline against which the remaining targets will be measured.

Draft Travel Plan Targets

4.14   **Table 4.2** sets out the draft TP targets, to be reviewed following the completion of the post-occupation baseline travel surveys. In summary, the draft targets are:

- To retain the expected level of car usage at 2%;
- To increase the expected level of travel on foot by 3%;
- To increase the expected level of travel by bicycle by 3%; and,
- To reduce the expected level of travel by public transport by 5%.

Table 4.2   Travel Plan Targets (%)

Mode	Baseline Data [1]	Targets [2]		
		Year 1	Year 3	Year 5
Bus/ Tram/ Underground	26%	26%	25%	24%
Train	31%	30%	30%	28%
Driving a car or van	1%	1%	1%	1%
Passenger in a car or van	2%	2%	1%	1%
Bicycle	3%	4%	5%	6%
On foot	37%	37%	38%	40%
Total	**100%**	**100%**	**100%**	**100%**
Notes: (1) Baseline data to be amended once post-occupation baseline travel surveys are carried out, within six months of occupation; (2) Targets to be reviewed and if necessary updated following completion of post-occupation baseline travel surveys.				

5   Travel Plan Management

Introduction

5.1   It is important that the appropriate structures to manage the FTP and individual TPs are put in place from the outset. Responsibility for the management of the TPs will lie with the developer of the site.

Travel Plan Coordinator

5.2   The TPC will be an individual appointed by the developer of the site to work with the site developer and occupants and to take overall responsibility for the development of the TP Framework and the overseeing of individual TPs in the future.

Travel Plan Coordinator Responsibilities

5.3   Once appointed, the TPC's contact details will be passed to LBRuT. This will be prior to first occupation of the development.

5.4   The Applicant understands that in order to get maximum benefit from the TP, the TPC role is significant. Consequently, the developer of the site will ensure that the TPC be allowed to dedicate as much time to the role as he or she considers necessary in order to successfully achieve the objectives as set out in this document. It is expected that the time devoted to the TP will vary over a particular year but will be at its peak during monitoring periods.

Options for Managing the Travel Plans

5.5   A number of different options exist for managing TPs. These include, but are not limited to:

- Passing responsibility for the TP to a steering group made up of representatives from the management company, local residents, LBRuT and members of the local community. As stated previously, details relating to the TPC and steering group will be provided to LBRuT prior to first occupation of the development.
- Setting up a community trust to manage the plan. This will ensure the ongoing inclusion of residents and businesses within the decisions associated with the TP. When setting up a community trust it is important that consideration is given to ongoing funding for the TP and administration of the trust, and also that the trust is properly constituted with activities agreed by the Developer.
- Passing responsibility to a management company. Management companies are commonplace in large developments and usually oversee a range of activities associated with the ongoing management of a development. Management companies are usually well placed to carry on the activities necessary to drive a TP forward.

6   Travel Plan Measures and Initiatives

Introduction

6.1   This section of the FTP sets out the key measures that would be implemented prior to the occupation of the development or shortly after occupation in order to encourage travel to the development by sustainable means.

6.2   The TP measures can be defined as 'hard' and 'soft' measures, these are described below:

- **'Hard' (or 'Physical') Measures** - engineering / architectural measures incorporated into the design of the development e.g. cycle parking provision; and,
- **'Soft' Measures** - marketing and management measures implemented as part of the development proposals on an on-going basis in order to maximise the uptake of sustainable travel measures and in order to reduce dependency on private cars, particularly single occupancy trips.

6.3   To maximise the opportunity to make a change in travel behaviour, a combination of the following is needed:

- Incentives to change behaviour positively; and,
- Disincentives to continue the previously non-sustainable travel behaviour.

6.4   This is also referred to as the 'carrot and stick' approach. Providing better facilities, communication and incentives will not work effectively without creating appropriate policies that disincentivise unsustainable behaviour and reward positive change.

General Measures

6.5   The following section of this chapter provides examples of the types of measures that would be appropriate to implement as part of the TPs for the overall development prior to the occupation of the site. The list is by no means exhaustive and the TPC will be encouraged to develop these ideas further to make them more specific to the site.

Travel Plan Coordinator and Travel Plan Team

6.6   A TPC will be appointed for the development, with this person having ultimate responsibility for implementing the TP measures and liaising with LBRuT's TP officer and other parties. As well as working to implement the measures put forward within the TP, the TPC's role will also involve producing progress reports of the TPs and progressing actions accordingly. The TPC will be supported by key stakeholders which include representatives from the Local Authority, the Residents Association and the local community. The TPC will be in place prior to first occupation of the development.

6.7   One of the first tasks that the TPC will undertake is to set up a steering group for the TP; this should include a representative from the site developer and LBRuT; and when available a representative from the residents' committee.

6.8   As the Steering Group together with the TPC will have overall responsibility for the success of the TP, from the outset the Steering Group will agree roles and responsibilities for the group and allocate a chairperson and secretary.

6.9   Equally as important is that with the help of the TPC, the Steering Group agrees a budget for the measures within the TPs, and who will take responsibility for the financial implications of the TPs especially if targets are not met. These will be agreed prior to first occupation of the development.

Travel Information Website

6.10   The developer, supported with the assistance of the TPC, will be responsible for producing a website that employees and users of the development could subscribe to. This website should contain public transport websites, national transport schemes, promotion of local and national transport related events, regularly updated forums and community notice boards.

6.11   The TPC will be responsible for informing employees of incentives to travel by non-car means, particularly by active travel modes, which can be advertised on the website.

Promotion and Awareness Raising

6.12   The TPC will investigate locally organised promotions as part of national events and encourage occupants of the development to participate. This will raise awareness of sustainability issues and encourage a community feel to the development. Some examples of the types of events that could be encouraged are listed below.

- In Town Without My Car Day;
- Walk to Work Day;
- Sustainability Week;
- Bike Week; and
- Road Safety Week.

Walking and Cycling

6.13   The TPC will provide advice and support in relation to walking and cycling to occupants of the development. This could include, but not be limited to, providing route maps for safe walking and cycling routes in the area, advice on purchasing and maintaining a bicycle and advice on tax free cycle purchase schemes. The TPC will also be responsible for setting up regular free cycle training workshops with the assistance of LBRuT and TfL.

6.14   The TPC will liaise with LBRuT's TP officer to effect improvements to the existing external infrastructure of the site and surrounding area for the benefit of pedestrians and cyclists. This could include things such as improved cycle routes, better carriageway surfacing, improved street lighting and better security features such as Closed-Circuit Television (CCTV). The TPC will regularly request and collate comments made by employees of those improvements which would encourage them to walk and cycle.

Car Parking Management

6.15   There is no car parking on-site for the proposed development. Considering the 'Excellent' (PTAL of 6a) accessibility rating of the site by sustainable travel modes, the need for car parking is not considered to be required.

Public Transport

6.16   The TPC will provide up–to-date information on permanent display on the site's TP website and on notice-board(s) in common areas of the development relating to the available public transport within easy access to all. The TPC should be in a position to give advice on potential journey options and different fare schemes such as Oyster and season tickets.

Showers and Changing Facilities

6.17   Showers, changing facilities and lockers will be provided at basement level. The ability to use these facilities removes a vital hurdle that could prevent employees on site from cycling/walking to and from work.

Personalised Travel Planning

6.18   The TPC will offer personalised travel planning to all employees that work on the site (both permanent and part-time) upon request. This service will make use of the various/travel journey websites which are available free of charge. These include TfL's journey planner (www.tfl.gov.uk) and National Rail Enquiries (www.nationalrail.co.uk).

Reducing the Need to Travel

6.19   The TPC will provide office employees of the development with information regarding the benefits of home working. Employees can be provided with information that they can take forward to their employers regarding the benefits of home working.

Car Sharing

6.20   'Liftshare.com' provides a London-based car sharing database facility that works in partnership with TfL and could be utilised by the TPC to encourage car sharing within the local area. This scheme would allow the small proportion of staff that drive to work to be matched in order to car-share for journeys to and from the development.

6.21   The scheme has the added advantage of being able to match drivers within a wider area and could therefore be of use for employees and regular visitors at the office, retail and leisure elements of the site wishing to car share on their journeys to and from the site. More information on lift sharing can be obtained at www.liftshare.org.uk.

7 Travel Plan Monitoring

Introduction

7.1 A programme of monitoring and review is essential to generate information by which the success of the TP can be evaluated for both itself and against other TPs in the Borough, London and the UK. The tools required for monitoring and review of the TP will be considered from the outset of the plan. How the plan evolves and develops at each stage, and who will be responsible at each point will be outlined in writing at the earliest point of the implementation of the plan.

7.2 Monitoring of the Workplace TPs will be done through the use of travel surveys on a 1, 3 and 5 year basis. Monitoring of the Retail TP and Leisure TP will be the responsibility of the individual occupiers, however the TPC will encourage the end user to monitor / survey their staff and visitors.

7.3 The overall objective of the TPs is to bring about an increase in the levels of walking and cycling to and from the development, and this will be monitored accordingly through the use of the travel surveys.

7.4 Other less direct objectives of the TP are to increase awareness about the environmental and personal financial implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the TP, measured by the volume and type of feedback from occupants, both at the outset and as the strategy evolves.

Monitoring

7.5 To ensure that the TPs are achieving their targets, travel surveys, a monitoring report and a review of the existing TP shall be carried. Where monitoring reveals problems, the monitoring process provides an opportunity to review the plan and take remedial action.

7.6 The following monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence.

7.7 The online Travel Plan guidance (TfL, November 2013) states that '*In London there are two approved methods for carrying out travel plan monitoring. All full travel plans must use TRICS compliant monitoring surveys. All other travel plans and travel plan statements should have iTRACE compliant surveys*'.

7.8 The monitoring of the TPs will include:

- iTRACE compliant surveys carried out on Year 1, 3 and 5 (Year 1 coincident with the anniversary of the post-occupation baseline travel surveys);
- Monitoring the level of usage of cycle storage and the number of cyclists accessing the development;
- Monitoring the success of the community website for the development through feedback and comments;
- Monitoring the usage of facilities such as the car club and free cycle training; and,
- Recording of feedback comments received from residents and the management of the businesses on the development relating to the operation and implications of the plan.

7.9 Information gathered through the monitoring process will be recorded for input in the TP monitoring reports which will be made available to LBRuT and TfL on or around the anniversary of the post-occupation baseline travel survey.

7.10 All reviews undertaken by the TPC will be produced according to the methodology required by LBRuT and TfL.

8 Action Plan

8.1 **Table 8.1** below contains an Action Plan for the implementation of the measures suggested within this section that will be used by the TPC for implementation prior to the occupation of the development. The Action Plan is not exhaustive and will be developed as the TPs evolve, taking account of comments from the Steering Group and LBRuT.

Table 8.1 **Travel Plan Framework Action Plan**

Action	Responsibility	Suggested Timescales
General Measures		
Travel Strategy and Transport Steering Group: • Appoint a Travel Plan Coordinator; • Set up a steering group based around representatives from the Developer and the Local Authority; • Allocate roles and responsibilities to the steering group and the Travel Plan Coordinator; • Allocate a chairperson and secretary for the steering group; • Agree finances and budgets for the Travel Plan;	Site developer Travel Plan Coordinator Steering Group Steering Group Steering Group	Prior to occupation
Travel Information Website: • Research the development and content of a development sponsored Community Travel Website; • Provide the steering group with a range of costs and options for the development of a Community Travel Website; • Agree the content and costs of the Community Travel Website with the steering group; • Liaise with a website developer to produce the Community Travel Website; • Promote the website in marketing materials for the development; • Following occupation, regularly check the forums/notice board(s) on the website to collate comments from occupants;	Travel Plan Coordinator Travel Plan Coordinator Steering Group Travel Plan Coordinator Travel Plan Coordinator Travel Plan Coordinator	Prior to occupation
Promotion and Awareness Raising: • Investigate local and national sustainable transport events; • Prepare a series of promotional events linked in to local and national event that would promote sustainable travel and the Travel Plan; • Provide a calendar of events on the Community Travel Website;	Travel Plan Coordinator Travel Plan Coordinator Travel Plan Coordinator	Within 1 year of the baseline survey
Walking and Cycling: • Research information to be in a position to provide occupants of the development with advice and support regarding safe walking and cycling; • Provide route maps and guides for safe walking and cycling in the area of the development;	Travel Plan Coordinator Travel Plan Coordinator	Within 1 year of the baseline survey

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Prepared for Canadian & Arcadia Ltd

Action	Responsibility	Suggested Timescales
• Liaise with the Local Authority to provide free cycle training for users; • Establish contact with the Local Authority and other community groups to discuss lobbying for improvements to be made in the area such as added CCTV and improved street lighting; • Following occupation, collate any comments relating from users relating to safe walking and cycling in the area; • Work with businesses on the development to encourage them to offer their employees the tax free cycle purchase scheme;	Travel Plan Coordinator Travel Plan Coordinator Travel Plan Coordinator Travel Plan Coordinator	Within 1 year of the baseline survey
Public Transport: • Ensure that the Community Travel Website is kept up-to-date with the latest public transport information; • Provide employees with advice on the different ticketing options available to them including Oyster cards etc; • Work with the businesses on site to promote the use of interest free season ticket loans;	Travel Plan Coordinator Travel Plan Coordinator Travel Plan Coordinator	Within 2 months of full occupation
Implementation of Infrastructure Measures • Provision of cycle parking, shower facilities and lockers in line with current TfL guidance	Developer	Prior to occupation
Personalised Travel Planning • Provide advice to employees on request of travel options to and from the site	Travel Plan Coordinator	From first occupation
Reducing the Need to Travel: • Provide employees with information relating to the benefits of home working that they can present to their employers; • Investigate the provision of free broadband for employees with the steering group;	Travel Plan Coordinator Steering Group	Within 1 year of the baseline survey
Car Sharing: • Investigate local car sharing organisations and compare against setting up a development-specific scheme; • Present findings of investigation to steering group; • Work to set up the chosen car sharing strategy;	Travel Plan Coordinator Travel Plan Coordinator Steering Group	Prior to occupation

9   Securing and Funding

Securing

9.1   The provision of this TP, which has been prepared in accordance with current TfL guidance together with the implementation of site-wide 'action' type targets, will be secured by a safeguarding condition for the development.

9.2   Following agreement of the FTP the initial baseline travel survey will be undertaken within 6 months of first occupation.

9.3   All measures implemented prior to the development being occupied will be funded by the Applicant (or their successor), including the appointment of the TPC and the production of marketing material. The applicant (or their successor) will also fund the initial baseline travel survey.

9.4   TP monitoring surveys and reports will be produced in years 1, 3 and 5 and will be submitted to the Council by the TPC using the standard iTRACE online tool. Interim surveys will be carried by the TPC at the discretion of the TP steering committee.

Funding

9.5   Funding streams for the monitoring and management of the TP will be secured by the Applicant (or their successor). The costs will relate to the implementation of measures outlined and for surveys and monitoring to be carried out at set milestones throughout the lifecycle of the TP.

9.6   A budget will be agreed for the TPC role prior to first occupation of the site.

9.7   The budget, to be agreed by the Applicant (or their successor) and the person responsible for undertaking the initial TPC roles and responsibilities, will include the following items:

- fund the role;

- marketing and promotional measures such as informative posters displayed in communal areas and travel information website;

- preparation and collation of iTRACE-compliant post-occupancy travel survey information and the associated reporting back to Local Planning Authority; and,

- full travel plan reviews at Year 1, 3 and 5.

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Appendix A
RAIL MAPS

London Overground
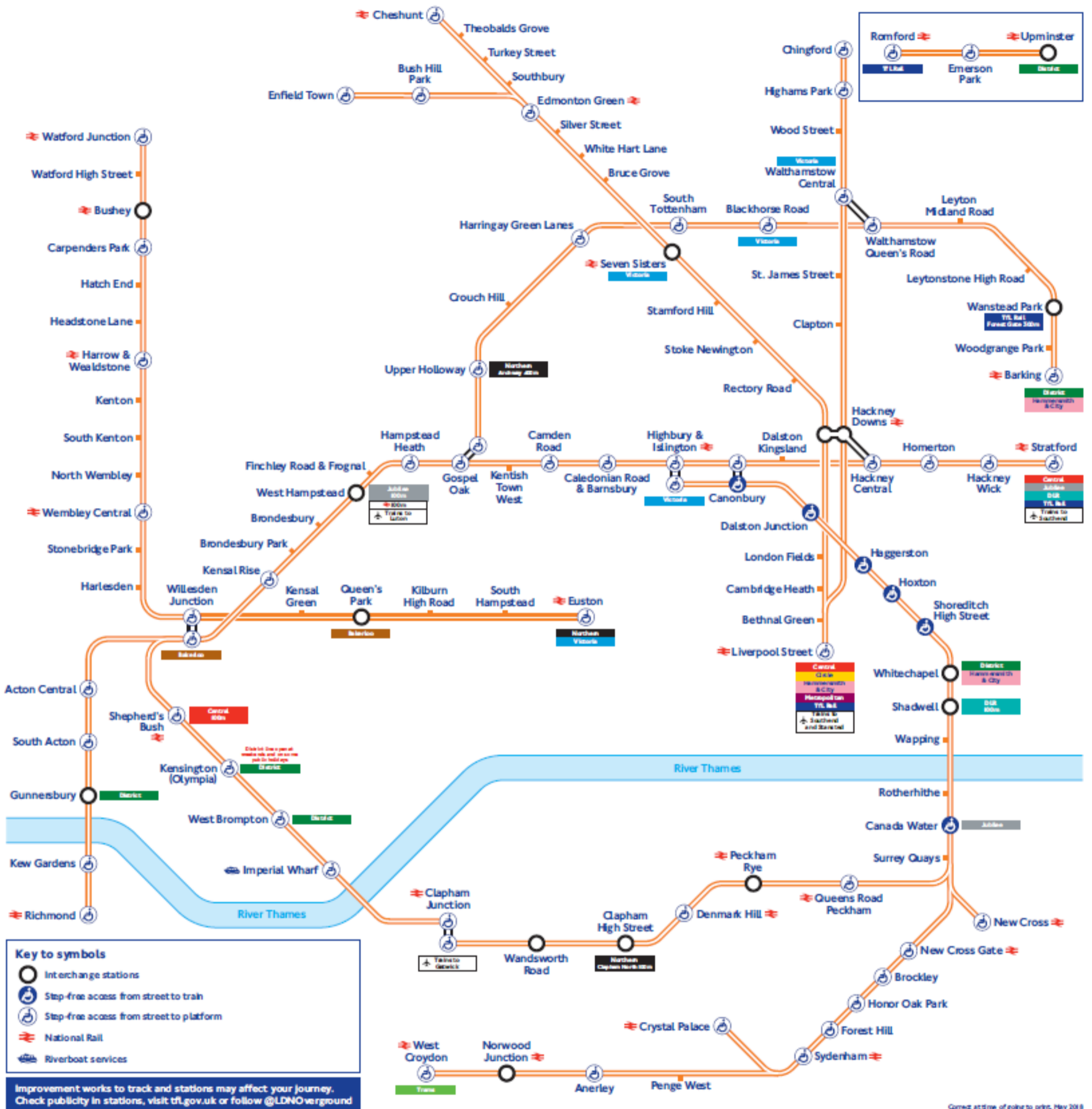
MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

South Western Railway
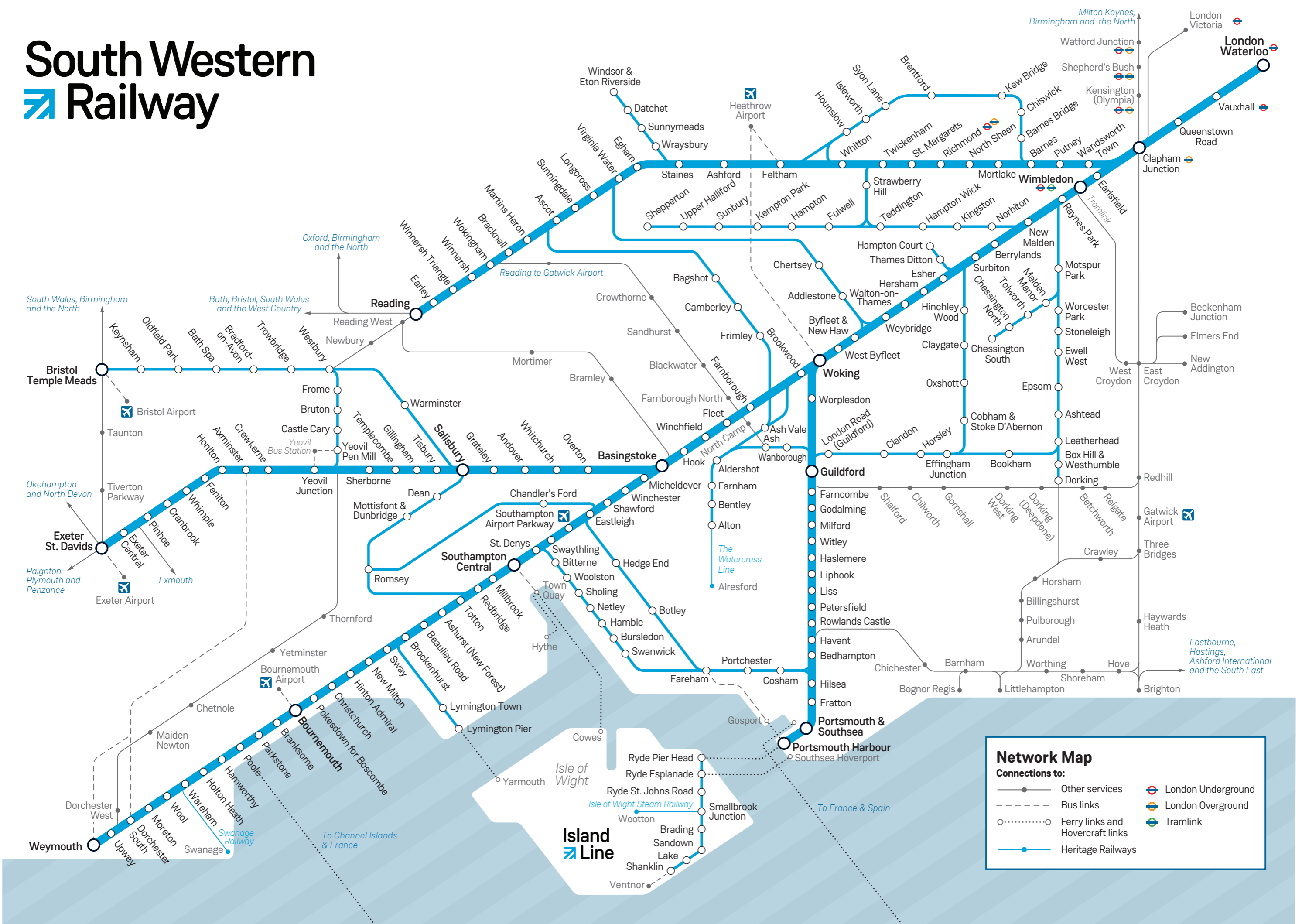
Network Map

Connections to:

Other services	London Underground
Bus links	London Overground
Ferry links and Hovercraft links	Tramlink
Heritage Railways	

Milton Keynes, Birmingham and the North

London Victoria

London Waterloo

Watford Junction

Shepherd's Bush

Kensington (Olympia)

Vauxhall

Queenstown Road

Clapham Junction

Wandsworth Town

Earlsfield

Tramlink

Wimbledon

Raynes Park

New Malden

Berrylands

Surbiton

Motspur Park

Worcester Park

Stoneleigh

Ewell West

Epsom

Ashtead

Leatherhead

Box Hill & Westhumble

Dorking

Redhill

Reigate

Betchworth

Gatwick Airport

Three Bridges

Crawley

Horsham

Billingshurst

Pulborough

Arundel

Barnham

Chichester

Bognor Regis

Littlehampton

Worthing

Shoreham

Hove

Brighton

Haywards Heath

Eastbourne, Hastings, Ashford International and the South East

Windsor & Eton Riverside

Datchet

Sunnymeads

Wraysbury

Heathrow Airport

Staines

Ashford

Feltham

Shepperton

Upper Halliford

Sunbury

Kempton Park

Hampton

Fulwell

Strawberry Hill

Teddington

Hampton Wick

Kingston

Norbiton

Hampton Court

Thames Ditton

Esher

Hersham

Walton-on-Thames

Hinchley Wood

Claygate

Oxshott

Cobham & Stoke D'Abernon

Bookham

Effingham Junction

Chessington North

Chessington South

Tolworth

Malden Manor

Hounslow

Isleworth

Syon Lane

Brentford

Whitton

Twickenham

St. Margarets

Richmond

North Sheen

Mortlake

Barnes Bridge

Barnes

Putney

Kew Bridge

Chiswick

Windsor & Eton Riverside

Virginia Water

Egham

Longcross

Sunningdale

Ascot

Martins Heron

Bracknell

Wokingham

Winnersh

Winnersh Triangle

Earley

Reading

Reading West

Newbury

Oxford, Birmingham and the North

Reading to Gatwick Airport

Crowthorne

Sandhurst

Blackwater

Farnborough North

Bagshot

Camberley

Frimley

Brookwood

Mortimer

Bramley

Chertsey

Addlestone

Byfleet & New Haw

Weybridge

West Byfleet

Woking

Worplesdon

London Road (Guildford)

Clandon

Horsley

Farnborough

Fleet

Winchfield

Hook

Basingstoke

Micheldever

Winchester

Shawford

Eastleigh

Southampton Airport Parkway

Southampton Central

North Camp

Ash Vale

Ash

Wanborough

Aldershot

Farnham

Bentley

Alton

The Watercress Line

Alresford

Guildford

Farncombe

Godalming

Milford

Witley

Haslemere

Liphook

Liss

Petersfield

Rowlands Castle

Havant

Bedhampton

Hilsea

Fratton

Portsmouth & Southsea

Portsmouth Harbour

Cosham

Portchester

Fareham

Gosport

Shafard

Chilworth

Gomshall

Dorking West

Dorking (Deepdene)

West Croydon

East Croydon

Beckenham Junction

Elmers End

New Addington

Salisbury

Warminster

Frome

Bruton

Castle Cary

Yeovil Pen Mill

Yeovil Junction

Sherborne

Dean

Mottisfont & Dunbridge

Romsey

Chandler's Ford

St. Denys

Swaythling

Bitterne

Woolston

Sholing

Netley

Hamble

Bursledon

Swanwick

Hedge End

Botley

Gillingham

Tisbury

Templecombe

Crewkerne

Axminster

Honiton

Feniton

Whimple

Cranbrook

Pinhoe

Exeter Central

Exeter St. Davids

Exeter Airport

Grately

Andover

Whitchurch

Overton

Bristol Temple Meads

Keynsham

Oldfield Park

Bath Spa

Bradford-on-Avon

Trowbridge

Westbury

Bristol Airport

Taunton

Tiverton Parkway

Okehampton and North Devon

Paignton, Plymouth and Penzance

Exmouth

South Wales, Birmingham and the North

Bath, Bristol, South Wales and the West Country

Yeovil Bus Station

Yetminster

Thornford

Chetnole

Maiden Newton

Dorchester West

Weymouth

Upwey

Dorchester South

Moreton

Wool

Wareham

Holton Heath

Hamworthy

Poole

Parkstone

Branksome

Bournemouth

Pokesdown for Boscombe

Christchurch

Hinton Admiral

New Milton

Sway

Brockenhurst

Beaulieu Road

Ashurst (New Forest)

Totton

Redbridge

Millbrook

Lymington Town

Lymington Pier

Bournemouth Airport

Swanage Railway

Swanage

To Channel Islands & France

Town Quay

Hythe

Cowes

Yarmouth

Isle of Wight

Ryde Pier Head

Ryde Esplanade

Ryde St. Johns Road

Smallbrook Junction

Wootton

Brading

Sandown

Lake

Shanklin

Ventnor

Isle of Wight Steam Railway

Island Line

Southsea Hoverport

To France & Spain