

# Twickenham Riverside Transport Assessment





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London Borough of Richmond upon Thames

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# TWICKENHAM RIVERSIDE

BREEAM Travel Plan







London Borough of Richmond upon Thames

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## **TWICKENHAM RIVERSIDE**

BREEAM Travel Plan

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London Borough of Richmond upon Thames

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## **TWICKENHAM RIVERSIDE**

### **BREEAM Travel Plan**

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# 1. INTRODUCTION

## 1.1. APPOINTMENT

1.1.1. WSP UK Ltd, (WSP) has been appointed by London Borough of Richmond upon Thames (LBRuT of LPA), herein referred to as ‘the Applicant’ to prepare a BREEAM Travel Plan for the proposed redevelopment of the Site located in the London Borough of Richmond upon Thames. This document has been produced in accordance with BREEAM and Transport for London, (TfL) guidance.

## 1.2. DEVELOPMENT SITE

1.2.1. Hopkins Architects are the preferred bidder of a design competition managed by the Royal Institute of British Architects (RIBA) on behalf of the Applicant. It recognises that Twickenham Riverside is critical to the success of Twickenham Town Centre as a destination and have identified the Site as an opportunity area for redevelopment.

1.2.2. The Site location is shown in **Figure 1-1** below.

**Figure 1-1 Site Location**



### 1.3. EXISTING SITE

1.3.1. The Site is currently occupied by a mixture of retail, leisure and residential land uses.

1.3.2. The Site is bound by:

- King Street and 3-33 King Street properties to the north;
- Water Lane to the east;
- The Embankment and the river Thames to the south; and
- Wharf Lane to the west.

1.3.3. The Site is accessed from Water Lane and Wharf Lane via King Street and via the Embankment from the riverside. Water Lane is a one-way southbound street which runs between King Street and the Embankment. Vehicles then egress back onto King Street via Wharf Lane, a one-way northbound street.

### 1.4. DEVELOPMENT PROPOSALS

1.4.1. Whilst the Proposed Development is subject to a process of design development and refinement, the strategic nature of the proposed land uses and the development quantum presented in this document are a true representation of the current scheme. This will inevitably be subject to changes following the consultation process. The methodology outlined in this document will be amended accordingly and, should a major deviation in the development strategy occur, we will seek to consult again on the Transport Assessment scope.

1.4.2. The proposed description of development, hereafter referred to as the Proposed Development comprises is as follows:

*“Demolition of existing buildings and structures and redevelopment of the site comprising residential (Use Class C3), ground floor commercial/retail/cafe (Use Class E), and public house (Sui Generis), boathouse locker storage and floating pontoon with associated landscaping, restoration of Diamond Jubilee Gardens and other relevant works.”*

1.4.3. The proposed development quantum is outlined in Table 1-1 below:

**Table 1-1 - Proposed Development Quantum**

Land Use	Development Quantum
Residential	45 (Units)
Workspace	320 (GIA)
Café	255 (GIA)
Pub	444 (GIA)
Retail	368 (GIA)
<b>Total</b>	<b>1,387 (GIA)</b>

1.4.4. The Proposed Development will take the form of two buildings, one along Water Lane and one along Wharf Lane, together with a new garden and public space with pedestrian priority between the buildings and the riverfront.

- 1.4.5. The residential element of the Proposed Development will consist of apartments of varying typologies which will be provided on the upper floors, the ground floors will be dedicated to commercial space, community and retail spaces and a pub.
- 1.4.6. A pedestrian priority space type public realm and high-quality landscape will link the buildings and the public highways providing access to the Site.
- 1.4.7. A service road, currently a 'cul-de-sac' accessed via Wharf Lane, will be retained and will continue to serve King's Streets units from the rear and will also serve the Proposed Development.
- 1.4.8. The residential schedule is not yet fully developed; however, the Applicant anticipates the residential dwellings to comprehend 1, 2 and 3 bedroom units.
- 1.4.9. Cycle parking will be provided in line with the London Plan (2021) standards and London Cycle Design Standards (LCDS) best practice. The Proposed Development will be car-free with the exception of blue badge parking provision.

### **ACCESS & MOVEMENT STRATEGY**

- 1.4.10. Movement and access through the Site is described in the RIBA competition report as an ecosystem that will enable *"better pedestrian and cycle amenity at the Waterfront, whilst maintaining excellent access to [Eel Pie] Island"*.
- 1.4.11. To this end part of the Embankment between Wharf Lane and some 15-20m west of the Eel Pie Island bridge landing will be limited to vehicles access for most part of the day, effectively creating a pedestrian and cycle priority area.
- 1.4.12. To maintain vehicular access for the nearby residents and businesses, Wharf Lane and Water Lane will operate as two-way vehicle routes.
- 1.4.13. Details of the vehicular circulation management along the Embankment will be defined and consulted upon with nearby residents and businesses. Discussions with the Eel Pie Island Association and businesses along King Street (Island shop), who currently make use of the Embankment and Wharf Lane for operational purposes, suggests that retaining early morning Monday-Friday vehicle access along the Embankment for loading only could be feasible.
- 1.4.14. The remainder of the time the space will be closed via bollard or barrier which will be unlocked through universal padlock for which the London Fire Brigade would hold a key, therefore allowing access onto the Embankment for emergency vehicles as needed.

### **PEDESTRIAN ACCESS**

- 1.4.15. Proposed pedestrian access to the Site will continue to be from Water Lane and Wharf Lane via King Street and the Embankment. The pedestrian route along the Embankment will be enhanced to provide pedestrian only access, while the Site will provide pedestrian routes throughout to enable a more natural pedestrian flow following key desire lines across the Site.

### **CYCLE ACCESS**

- 1.4.16. The Embankment and Wharf Lane form part of a signed advisory cycle route. The intention is to retain the cycle route through the Site along the same alignment.
- 1.4.17. Through the Applicants proposal to remove the large public car park in the Site boundary, cycling should become significantly safer as well.

- 1.4.18. A preliminary Road Safety Audit was carried out on the proposed design to convert the Water Lane and Wharf Lane links to two-way traffic (including cycling). The projected low traffic flows are key to ensure cycle safety along the new Water Lane and Wharf Lane arrangement.

## 1.5. TRAVEL PLAN OVERVIEW

- 1.5.1. BREEAM define the aim of Travel Plans as to *“recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of reliance on forms of travel that have the highest environmental impact.”*
- 1.5.2. To achieve one BREEAM credit, the following assessment criteria must be complied with:
- A travel plan has been developed as part of the feasibility and design stages;
  - A site specific travel assessment / statement has been undertaken to ensure the travel plan is structured to meet the needs of the particular site and covers the following, (as a minimum):
    - Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified;
    - Travel patterns and transport impact of future building users;
    - Current local environment for walkers and cyclists, (accounting for visitors who may be accompanied by young children);
    - Disabled access, (accounting for varying levels of disability and visual impairment);
    - Public transport links serving the site; and
    - Current facilities for cyclists.
- 1.5.3. The travel plan includes a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building’s operation and use.
- 1.5.4. If the occupier is known, they must be involved in the development of the travel plan and they must confirm that the travel plan will be implemented post construction and be supported by the building’s management in operation.
- 1.5.5. TfL define travel plans as a ‘long term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site’. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on ‘single occupancy car journeys.
- 1.5.6. A travel plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option; communicating these opportunities to occupiers is also critical to the success of the travel plan.
- 1.5.7. The travel plan should demonstrate a holistic approach by incorporating both the ‘hard’ engineering measures and the ‘soft’ marketing and management measures necessary to address the transport impacts arising from development.
- 1.5.8. The travel plan is essentially a ‘living document’ requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site and provides continuous improvements

for its duration. These aspirations and actions should be documented in a travel plan, the structure and content of which are dependent upon a range of factors including location, nature of development, the occupiers and the end users.

## 1.6. TRAVEL PLAN STRUCTURE

1.6.1. This Travel Plan has been prepared in accordance with BREEAM Travel Plan Guidance, (2018) as well as TfL's latest Travel Planning Guidance. The structure of the Travel Plan is set out as follows:

- Section 2: Policy;
- Section 3: Site Assessment;
- Section 4: Travel Plan Management;
- Section 5: Travel Demand;
- Section 6: Objectives and Targets;
- Section 7: Package of Measures; and
- Section 8: Monitoring and Review.

1.6.2. TfL's guidance defines a Travel Plan as:

*"A long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site."*

1.6.3. Given the car-lite nature of the Proposed Development, car travel is strongly restrained from the outset. The focus of this Travel Plan, therefore, is to promote use of walking / cycling over public transport where possible. This Travel Plan also seeks to consolidate delivery / servicing movements, in conjunction with the Delivery and Servicing Plan, (refer to standalone document prepared by WSP).

1.6.4. Travel Plans establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is noted that whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

1.6.5. The Travel Plan will be a 'living document' requiring monitoring, regular reviews and revisions to ensure it remains relevant to the site and those using the site and provides continuous improvements for its duration.

1.6.6. The Travel Plan demonstrates a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development. The Applicant is fully supportive of the Travel Plan and appreciates the benefit of using and encouraging greater use of sustainable transport for both people and goods.

## 2. PLANNING POLICY

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### 2.1. INTRODUCTION

2.1.1. Key themes relating to the preparation of a BREEAM Travel Plan, as set out within relevant policy and guidance documents, are summarised below.

### 2.2. NATIONAL POLICY

#### NATIONAL PLANNING PRACTICE GUIDANCE (2018)

2.2.1. The National Planning Practice Guidance was published in 2012 and revised in 2018, offering updated and revised guidance on planning where necessary.

2.2.2. The online version allows stakeholders to be altered in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available. The NPPG provides additional guidance to supplement the planning policies contained in the National Planning Policy Framework (NPPF).

2.2.3. The NPPG provides clarity on the role, function and structure of the Transport Assessments and Travel Plans:

*Transport Assessments and Statements are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.*

2.2.4. Travel Plans, Transport Assessments and Statements 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.

2.2.5. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.



## NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (FEBRUARY 2019)

- 2.2.6. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2.7. Chapter 2: Achieving sustainable development, states that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, (so that opportunities can be taken to secure net gains across each of the different objectives):
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
  - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.2.8. Chapter 9: Promoting sustainable Transport, states in paragraph 102 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;
  - 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;
  - Opportunities to promote walking, cycling and public transport use are identified and pursued;
  - 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
  - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. 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.

2.2.9. Paragraph 104 states that, planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highway authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking, (drawing on Local Cycling and Walking Infrastructure Plans); and
- Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.2.10. Paragraph 105 - If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2.11. Paragraph 106 - 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 the NPPF). 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.

2.2.12. Paragraph 110 states that, applications for development should:

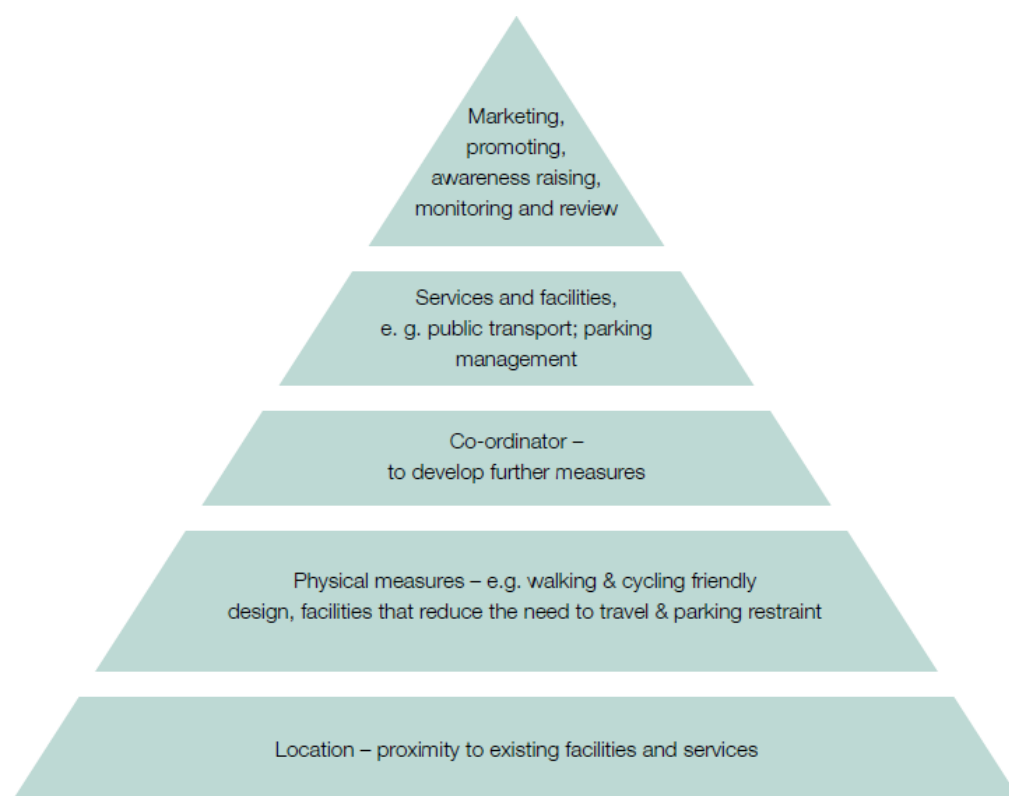
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DEPARTMENT FOR TRANSPORT (DFT), 2009)

2.2.13. The DfT guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. It states that Travel Plans are important for major new developments in order to:

- *“Support increased choice of travel modes;*
- *Promote and achieve access by sustainable modes;*
- *Respond to the growing concern about the environment, congestion, pollution and poverty of access; and*
- *Promote a partnership between the authority and the developer in creating and shaping places.”*

2.2.14. The document recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought, as detailed below.



2.2.15. The DfT’s Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

## **BRE ENVIRONMENTAL ASSESSMENT METHOD (BREEAM)**

- 2.2.16. BREEAM is an environmental assessment method and rating system for buildings and provides a standard methodology for best practice in sustainable building design, construction and operation. As part of the many assessment layers within BREEAM, guidance is provided on Transport, with specific details provided on Travel Plans, under Section 7 Transport Tra 05.
- 2.2.17. As set out in the Travel Plan guidance within BREEAM, the aim is “to recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.”
- 2.2.18. BREEAM have therefore outlined specific assessment criteria which are required to demonstrate compliance. This Travel Plan has been developed with that guidance in mind throughout. As a minimum, the following measures shall be considered when developing the Travel Plan:
- Negotiation with local bus, train or tram companies an increase in the local service provision for the development;
  - Provision of a public transport information system in a publicly accessible area;
  - Provision of electric recharging stations;
  - Provision of parking priority spaces for car sharers;
  - Consultation with the local authority on the state of the local cycling network and on improvements;
  - Provision of dedicated and convenient cycle storage;
  - Provision of cyclists’ facilities;
  - Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas;
  - Restrictions or charging for car parking;
  - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
  - Provision of suitable taxi drop-off or waiting areas; and
  - Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).

## **2.3. REGIONAL POLICY**

### **LONDON PLAN (MARCH 2021)**

#### **Overview**

- 2.3.1. The London Plan is part of the statutory development plan and aims to make London’s transport easy, safe and convenient for everyone, and actively encourages walking, cycling and making better use of the Thames.
- 2.3.2. The London Plan recognises that transport plays a fundamental role in addressing the whole range of spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.

- 2.3.3. This new London Plan marks a break with previous London Plans, representing a step change in the approach and serves as a blueprint for the future development and sustainable, inclusive growth of London. The 2021 London Plan replaces all previous versions.

#### **Relevance to Twickenham Riverside**

- 2.3.4. Transport for London has advised that transport matters concerning new developments should be compliant with the London Plan and related best practice. This includes Healthy Streets policies and ambitions regarding the sustainable mode of travel which are relevant to the Proposed Development site.

#### **Transport Considerations**

- 2.3.5. The London Plan reports the Greater London Authority (GLA) strategic vision into objectives such as to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport.

- 2.3.6. The Mayor's key target, as set out in Policy T1 is that:

→ 80% of all trips in London are to be made by foot, cycle or public transport by 2041.

- 2.3.7. Policy T1(B) also states that:

*“All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.”*

- 2.3.8. The London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.

- 2.3.9. In order to achieve this, the London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

- 2.3.10. 'Policy T2 Healthy Streets' outlines that development proposals should:

→ Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance

→ Reduce the dominance of vehicles on London's streets whether stationary or moving

→ Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport

- 2.3.11. The Healthy Streets indicators are detailed in Figure 2-1.

Figure 2-1 - Healthy Streets indicators (source: TfL.gov.uk)



Source: Lucy Saunders

- 2.3.12. 'Policy T4 Assessing and mitigating transport impacts' states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. It is acknowledged that transport assessments should be submitted with development proposals where appropriate and 'focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.'
- 2.3.13. Where parking is provided, electric vehicle charging infrastructure should be implemented. In total, 20% of all car parking spaces should have acting charging facilities, with passive provision for all remaining spaces
- 2.3.14. The London Plan 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.
- 2.3.15. Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to

support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and the in the vicinity of, new development.

2.3.16. Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one shower per ten long-stay spaces is recommended).

2.3.17. Policy T6 states that:

*[...] Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (“car-lite”). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy [...]*

2.3.18. The London Plan Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in Table 2-1, it should be noted that the Proposed Development is located in an area of Public Transport Accessibility Level (PTAL) of 5, meaning it is very well served by public transport.

**Table 2-1 - London Plan Maximum Car Parking Standards – Residential**

Location	Maximum Parking Provision
All areas of PTAL 5 – 6	Car free

*Note: Disabled persons parking should be provided to ensure that as a minimum, 3% of dwellings have a designated Blue Badge parking bay. Evidence should be provided to demonstrate how an additional 7% of dwellings could be provided.*

*Note: 20% of all spaces must be for electric vehicles, with the remaining bays having passive capability for electric vehicles in the future.*

2.3.19. Policy T7 states that:

*“Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*

*Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time...”*

2.3.20. For retail uses including Opportunity Areas and Outer London units of up to 500 sqm the policy suggests up to 1 space per 75 sqm (GIA); however, it is encouraged that where the context is relevant on-site provision is limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing.

2.3.21. Policy T6.5 (Non-residential disabled persons parking) Disabled persons parking will be provided in accordance with Table 10.6 outlined below in Table 2-2.

**Table 2-2 - London Plan Non-residential disabled persons parking standards**

Land Use	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Workplace	5%	5%
Retail, recreation, hotels and leisure	6%	4%

2.3.22. The London Plan cycle parking standards for the relevant land uses are summarised in Table 2-3.

**Table 2-3 – London Plan Cycle Parking Standards**

Land Use	Long Stay	Short Stay
<b>C3 – C4 Residential Dwellings</b>	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
<b>A1 Food Retail</b>	1 space per 175sqm	Areas with higher cycle parking standards First 750sqm: 1 space per 20sqm Thereafter: 1 space per 150sqm
<b>A1 Non-Food Retail</b>	First 1,000sqm: 1 space per 250sqm Thereafter: 1 space per 1,000sqm	Areas with higher cycle parking standards First 1,000sqm: 1 space per 60sqm Thereafter: 1 space per 500sqm
<b>A2-A5 F&amp;B</b>	1 space per 175sqm	Areas with higher cycle parking standards 1 space per 20sqm
<b>B1 Office</b>	Areas with higher cycle parking standards: 1 space per 75sqm	First 5000sqm: 1 space per 500sqm Thereafter: 1 space per 5000sqm

*Note: Where the size threshold has been met, a minimum of 2 short-stay and 2 long-stay spaces must be provided for all land uses in all locations*

*Note: Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles.*

## THE MAYORS TRANSPORT STRATEGY, 2018

2.3.23. The Mayor’s Transport Strategy is the document that sets out the policies and proposals of the Mayor of London to reshape transport in London over the next 25 years. It builds on the vision for a better London that the Mayor outlined in ‘A City for All Londoners’ and takes forward the approach set out in ‘Healthy Streets for London’.

2.3.24. The strategy puts people’s health and quality of life at the very heart of planning the city’s transport. Along with the Draft London Plan and the Mayor’s other strategies, it provides the blueprint for



making London a city that is not only home to more people, but is a better place for all of those people to live in.

2.3.25. Three key themes are at the heart of the strategy:

- **1. Healthy Streets and healthy people**

Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

- **2. A good public transport experience**

Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

- **3. New homes and jobs**

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

2.3.26. The focus on borough traffic reduction strategies have identified renewed approaches to workplace and school travel planning to encourage people to make different choices about how they travel.

2.3.27. Proposal 99 states that the Mayor, through TfL, the boroughs, planning authorities and beyond London and other delivery agencies, will update TfL's Travel Plan guidance to ensure developments encourage active, efficient and sustainable travel, apply the Healthy Streets Approach and help deliver carbon-free transport.

## 2.4. LOCAL POLICY

2.4.1. LPA adopted their current Local Plan in July 2018 and March 2020, which replaced the previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough until July 2033 or until superseded.

2.4.2. Two legal challenges were made regarding the adoption of the Local Plan, and on 3<sup>rd</sup> March 2020 the Council adopted the two matters relate to the legal challenges within the Local Plan. As such, the Council is now in the process of preparing a new Local Plan for Richmond, which will also take into account policy changes at a regional level since the current Local Plan was adopted.

2.4.3. At the time of writing, the Richmond Local Plan (2018 and 2020) remains the prevailing policy guidance for the borough and has been considered through the guidance provided within this document. Though we note that the LPA is currently reviewing its Local Plan and expects to adopt a new Local Plan in summer 2024.

### LOCAL PLAN

2.4.4. Chapter 11 of the adopted Local Plan pertains to "Transport". **Policy LP44** relates to "Sustainable Travel Choices", with Section B outlining the following outlined with regards to walking and cycling:

*Policy LP 44*

*Sustainable Travel Choices*

*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.*

- 2.4.5. **Policy LP44 (B)** outlines the following with regards to new developments' impact on the road network:

*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.*

- 2.4.6. Paragraph 11.1.10 states that, all planning applications for major developments must be accompanied by a Transport Assessment, or for minor developments a Transport Statement. This may include **Travel Plans**, Delivery and Servicing Plans and Construction and Logistic Plans. Matters to be included are set out in the London Plan, the latest Department for Transport as well as Transport for London guidance, the Council's Local Validation Checklist and will also be included in a forthcoming SPD on Sustainable Transport Choices, which is being developed by the Council.
- 2.4.7. Paragraph 11.1.11 continues by stating that developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning. Existing schools and large employers will also be encouraged to produce travel plans for their sites to help encourage sustainable travel
- 2.4.8. **Policy LP45** focused on parking, states that the Council will require new developments to make provision for the accommodation of vehicles in order meet the needs of the developments while minimising the impact of car use. The Council encourages opportunities to minimise car parking through its shared use.
- 2.4.9. The Council prescribes the London Plan's Car and Cycle Parking Standards for the land use classes within the proposed development.

### 3. SITE ASSESSMENT

#### 3.1. INTRODUCTION

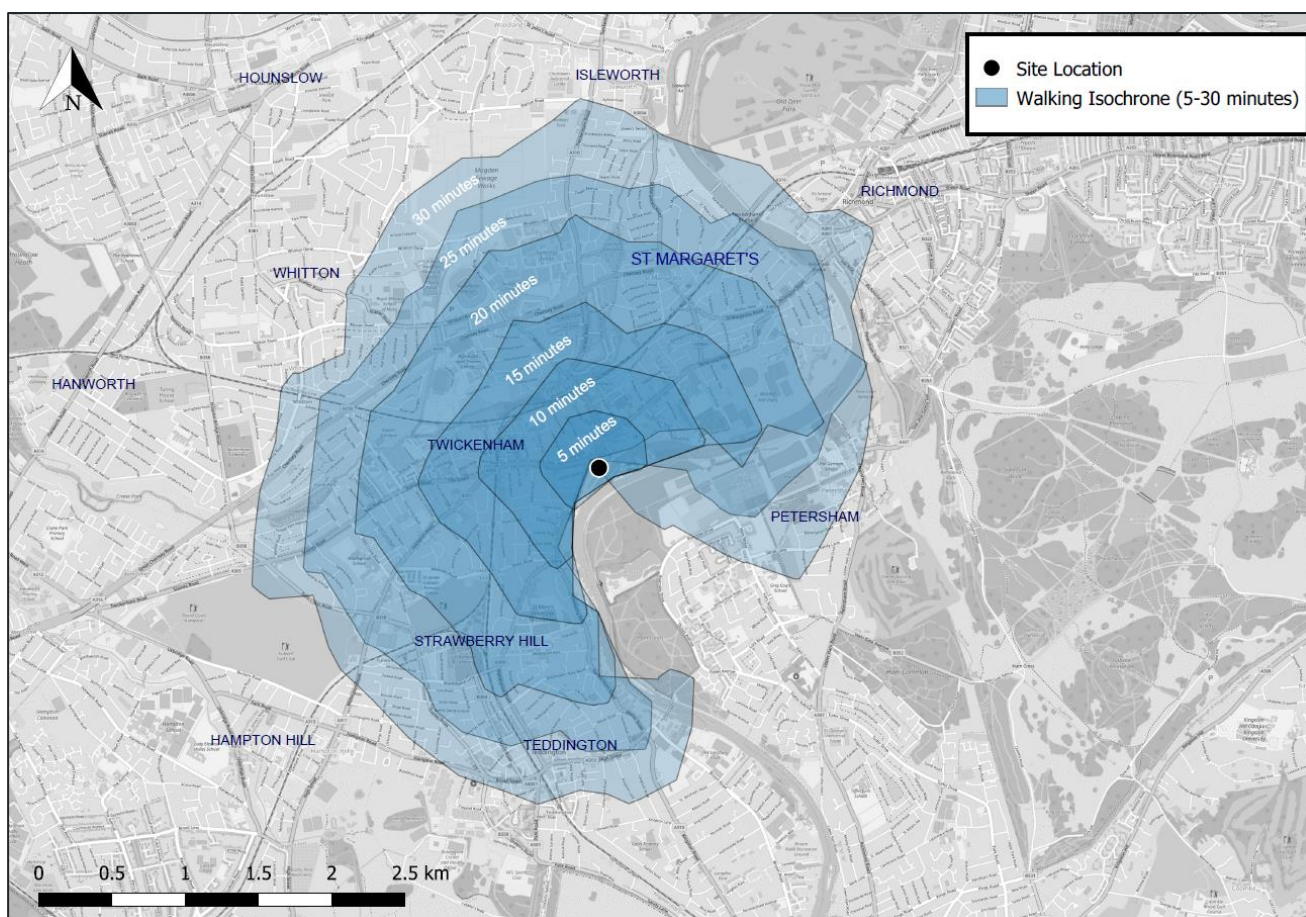
3.1.1. This section introduces the Proposed Development in the context of how people will travel within the existing transport networks surrounding the Site.

#### 3.2. PEDESTRIAN

3.2.1. The area surrounding the Site has good pedestrian links and an established network of footways that provide access to nearby facilities and amenities including Twickenham station, as well as the wider area such as the town centre. Pedestrian access to the Site can be made via Wharf Lane and Water Lane from King Street and the riverside.

3.2.2. **Figure 3-1** shows the existing walking accessibility from the Site using isochrones at an average walking speed of 4.8km/h. Destinations such as Twickenham station and Eel Pie Island can be reached within a 10 minute walk from the site, whilst Twickenham Stadium, Cambridge Gardens and Strawberry Hill can all be reached within 30 minutes.

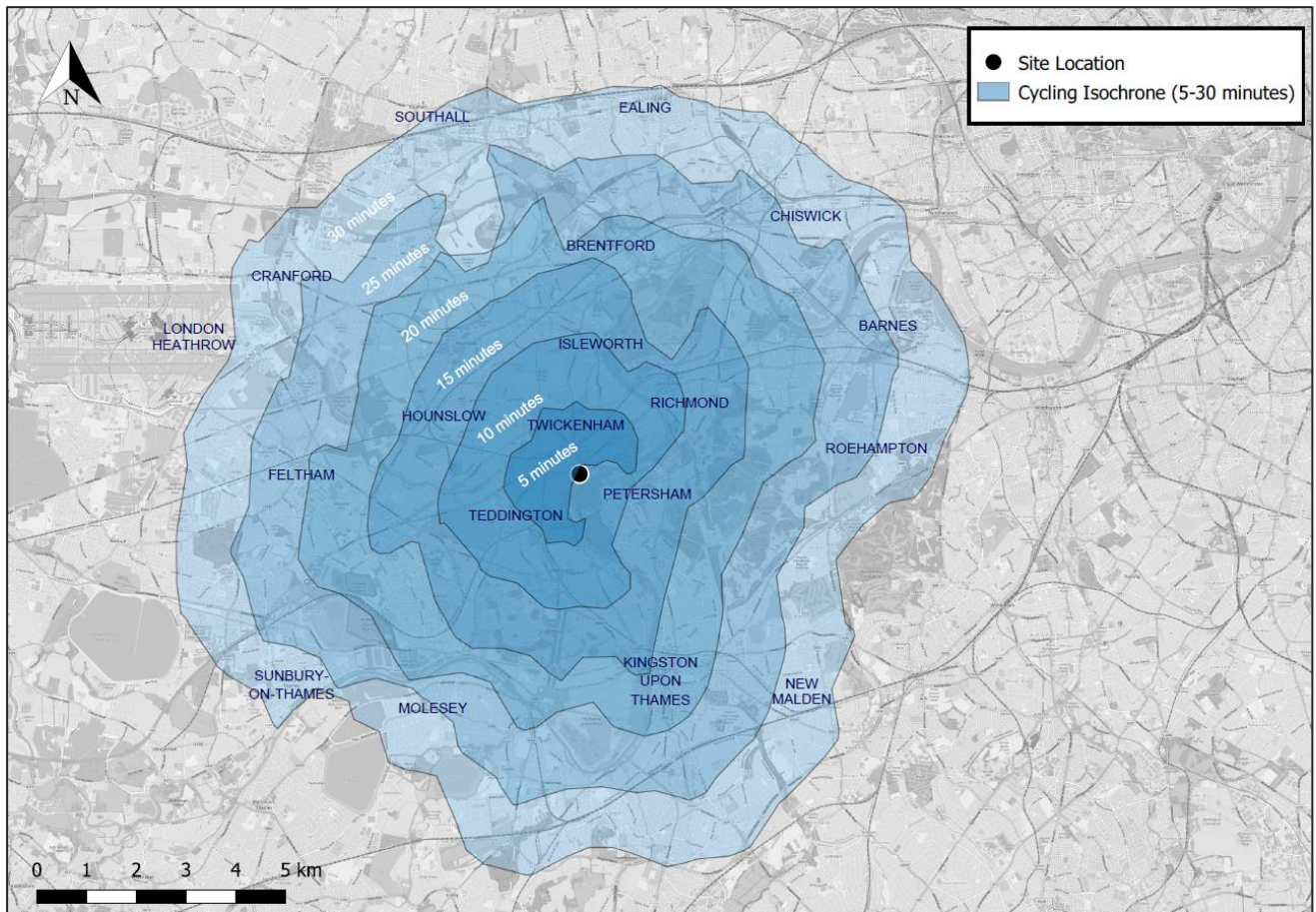
3.2.3. **Figure 3-1 Walking Isochrones (4.8km/h walk speed)**



### 3.3. CYCLISTS

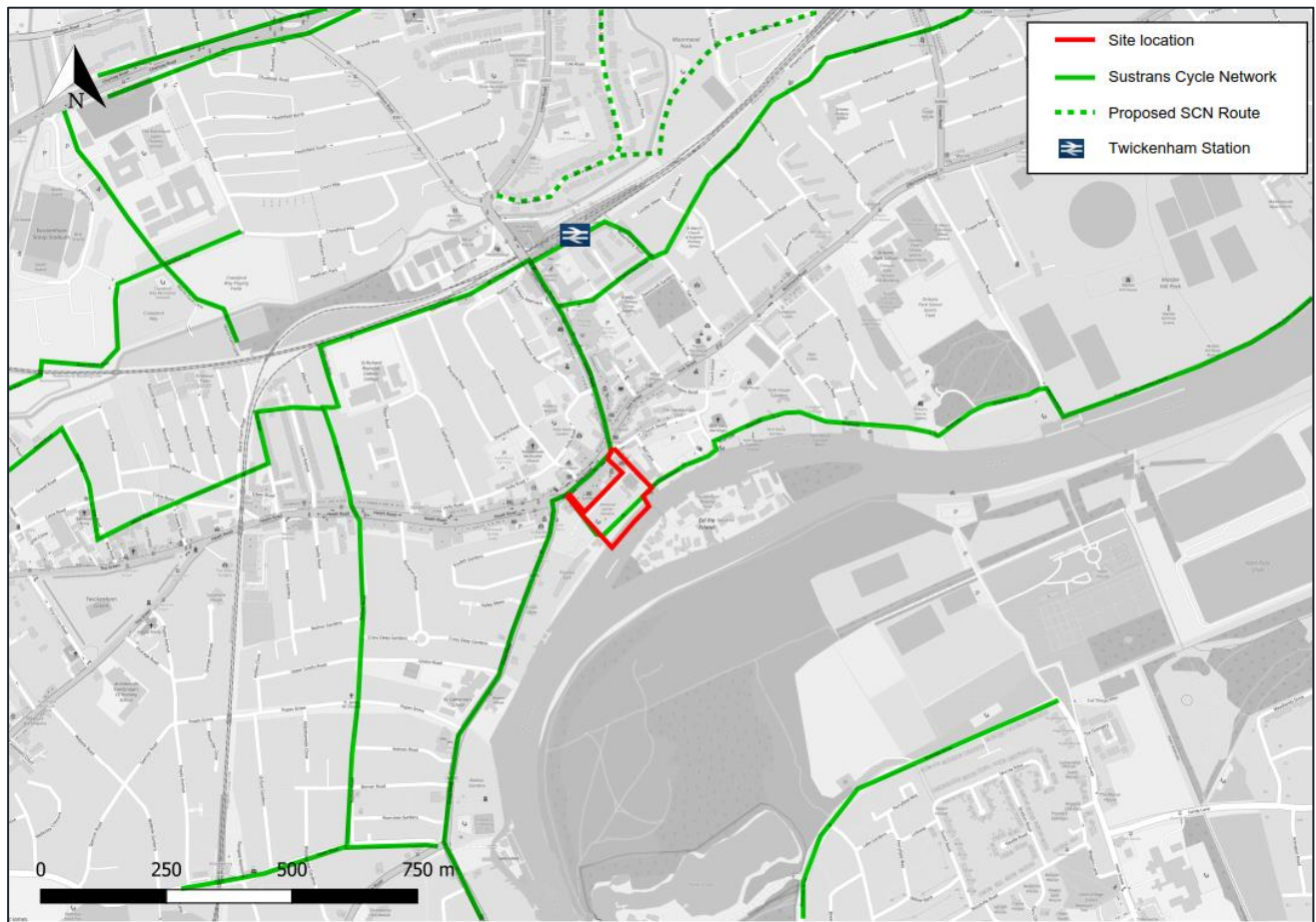
- 3.3.1. Cyclists are able to access the Site and surrounding locations, facilities and amenities via the local cycle network. An advisory signed cycle route runs through the Site alongside the riverside, Wharf Lane and King Street.
- 3.3.2. A cycling isochrones map is shown in Figure 3-1 and illustrates the locations that people can travel to/from within a 30-minute cycle ride.

**Figure 3-1 - Cycling Isochrones**



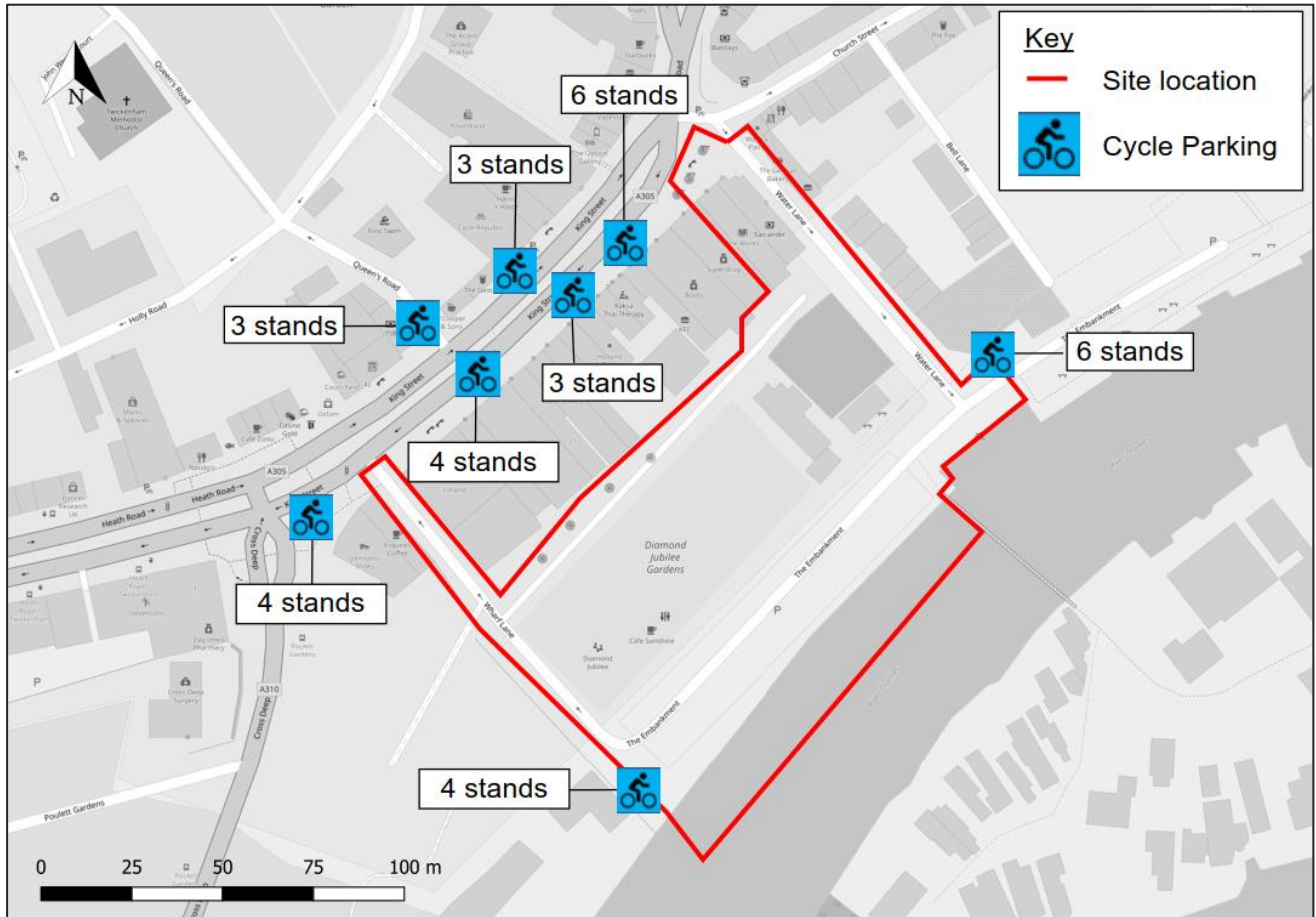
- 3.3.3. The Mayor’s Transport Strategy and Healthy Streets for Londoners documents suggest that cycling has the potential to substitute short-medium car trips, particularly those less than five kilometres in length, and cycling has the potential to form part of a longer journey by public transport.
- 3.3.4. The LPA cycle network is made up of main road cycle routes, off-road and quiet cycle routes, cycle paths and National Cycle Network Routes. A more detailed local context map of the Twickenham Area is shown in **Figure 3-2**.

**Figure 3-2 - Local Cycling Network**



- 3.3.5. Currently cycle parking is provided on both sides of King Street in the form of 21 no. unsheltered Sheffield Stands. The Embankment also offers 6 no. Sheffield stands by the south-eastern corner and 4no. spaces on the south western corner of the Site.
- 3.3.6. The location of these Sheffield Stands is shown in **Figure 3-3** below. There is a total of 31no. Sheffield Stands within close proximity to the Site.

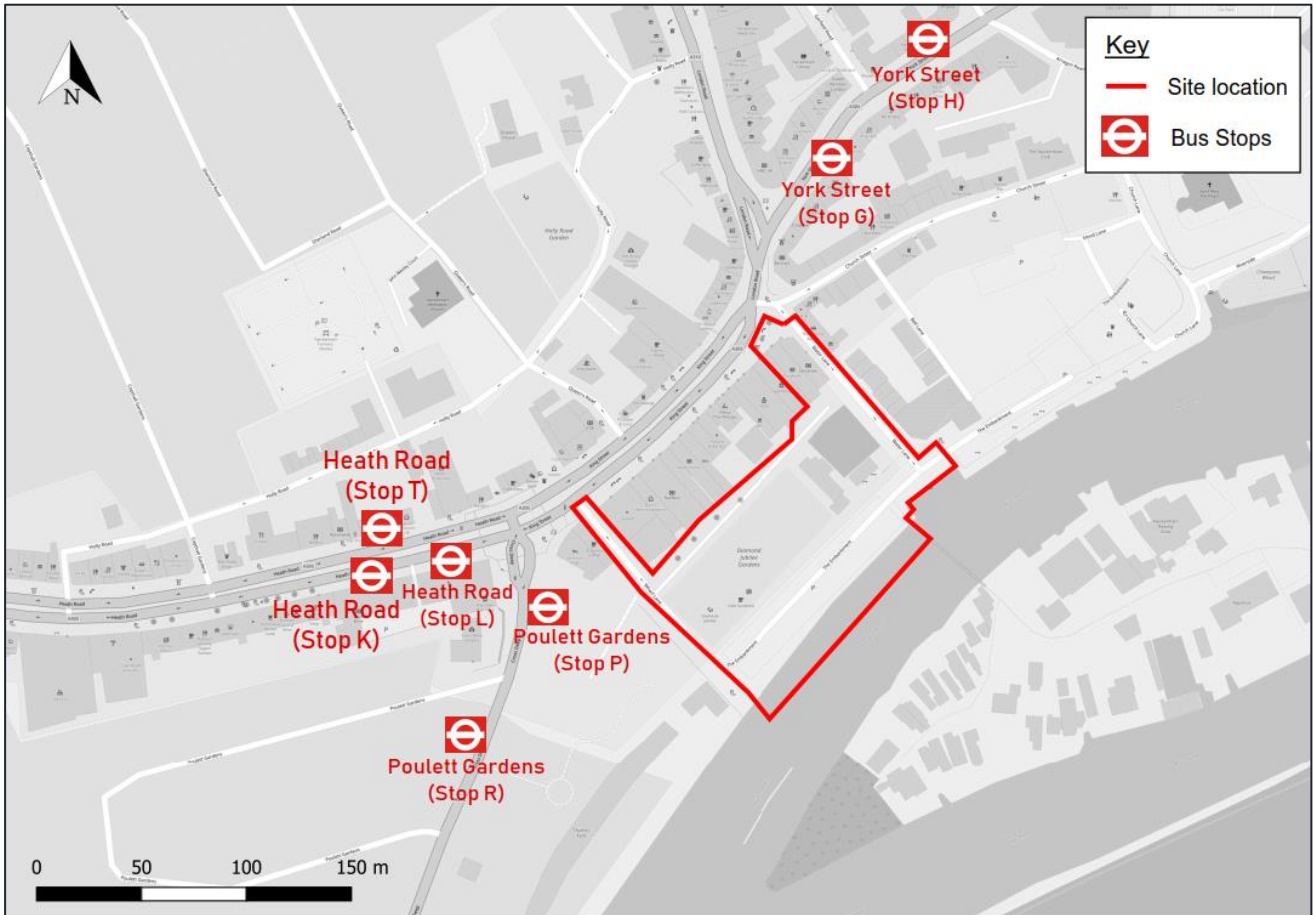
**Figure 3-3 - Location of Local Cycle Parking Facilities**



### 3.4. BUS NETWORK ACCESSIBILITY

3.4.1. The nearest bus stops to the Site are located on York Street (A305) >100m (1-minute walk) to the north of the Site. There are also bus stops located along Cross Deep (A310) and Heath Road (A311). These stops provide access to a great range of services with many also providing night services. The location of these local bus stops is shown in Figure 3-4.

**Figure 3-4 - Local Bus Stop Locations**



3.4.2. Information on each local bus service including its route and frequency is provided in Table 3-1.

**Table 3-1 Summary of Local Bus Services**

Route	Stop name	Route Summary	Peak Frequency (per hour)
<b>33 (N33 - 24 hour service)</b>	York Road Twickenham Stop G / Stop H Poulett Gardens Stop P / Stop R	Fullwell Station – Lonsdale Road	4
<b>290</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Staines Bus Station – Arragon Road	3
<b>490</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Pools on The Park – Heathrow Terminal 5	6
<b>H22 (N22 – 24 hour service)</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	The Bell – Manor Road	5
<b>R68</b>	York Road Twickenham Stop G / Stop H Poulett Gardens Stop P / Stop R	Kew Retail Park – Hampton Court Station	4
<b>R70</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Nurserylands Shopping Centre – Richmond / Manor Road	6
<b>110</b>	Heath Road Twickenham Stop T / Stop L / Stop K	School Road – West Middlesex Hospital	2
<b>267</b>	Heath Road Twickenham Stop T / Stop L / Stop K	Hammersmith Bus Station – South Road / Fullwell	5
<b>281</b>	Heath Road Twickenham Stop T / Stop L / Stop K	Hounslow Bus Station – Tolworth Tower	5

### 3.5. RAIL / LONDON UNDERGROUND ACCESSIBILITY

- 3.5.1. Twickenham station is located within 500m / 10-minute walking distance of the Site and provides Southwestern Railway services to London Waterloo and destinations including Reading, Kingston, and Wimbledon. Twickenham station provides links to the London Underground and London Overground network with Richmond the closest station, serving the District line. These are shown in Table 3-2 below.



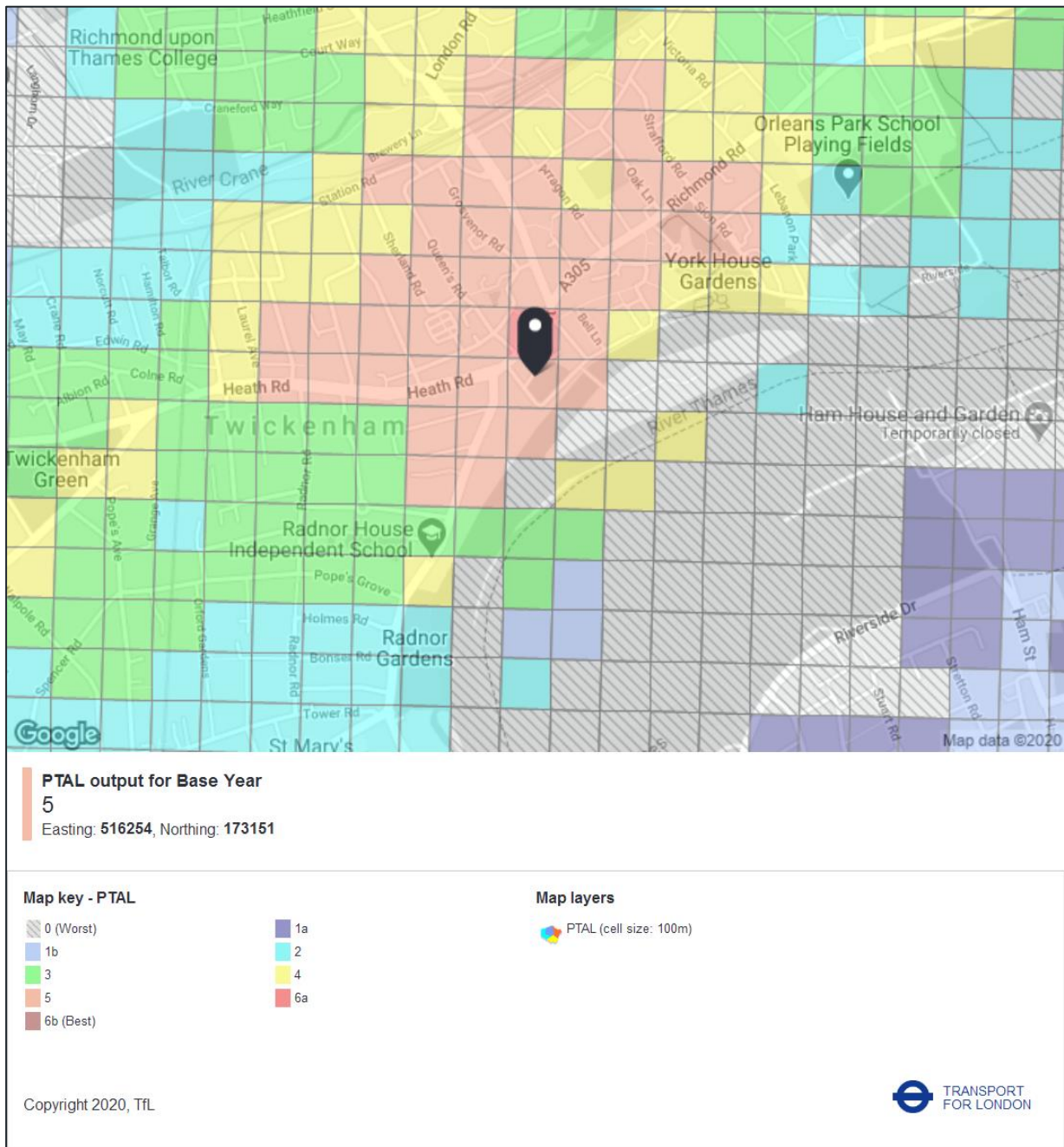
**Table 3-2 – Summary of Rail Services**

From Station	Stop name	AM Peak Frequency 0800-0900	PM Peak Frequency 1700-1800
Twickenham	Reading	2	2
	Chiswick	4	3
	London Waterloo	15	13
	Wimbledon	2	2
	Kingston	2	2
	Windsor and Eton Riverside	2	2

### 3.6. PUBLIC TRANSPORT ACCESSIBILITY LEVEL

- 3.6.1. The PTAL methodology has been adopted by TfL as a means by which to quantify and compare accessibility to public transport services for given sites in London. It takes into account the time taken to access the public transport network, including:
- The walk time to various public transport services
  - The average waiting time for each service
  - The reliability of each service
- 3.6.2. The methodology is based on a walk speed of 4.8kph and considers railway stations within a 12-minute walk (960m) of a site and bus stops within an 8-minute walk (640m). The PTAL assessment is undertaken using the AM peak hour operating patterns of existing services.
- 3.6.3. TfL’s web-based calculator has been utilised to determine the Site’s existing PTAL. The PTAL methodology has been adopted by the GLA and TfL and gives the Site a rating of 5. This demonstrates that the Site has an excellent level of public transport accessibility due to its location within the immediate vicinity of Twickenham railway station, together with numerous bus services.
- 3.6.4. Figure 3-5 shows the Site’s PTAL.

**Figure 3-5 - Site PTAL Map**



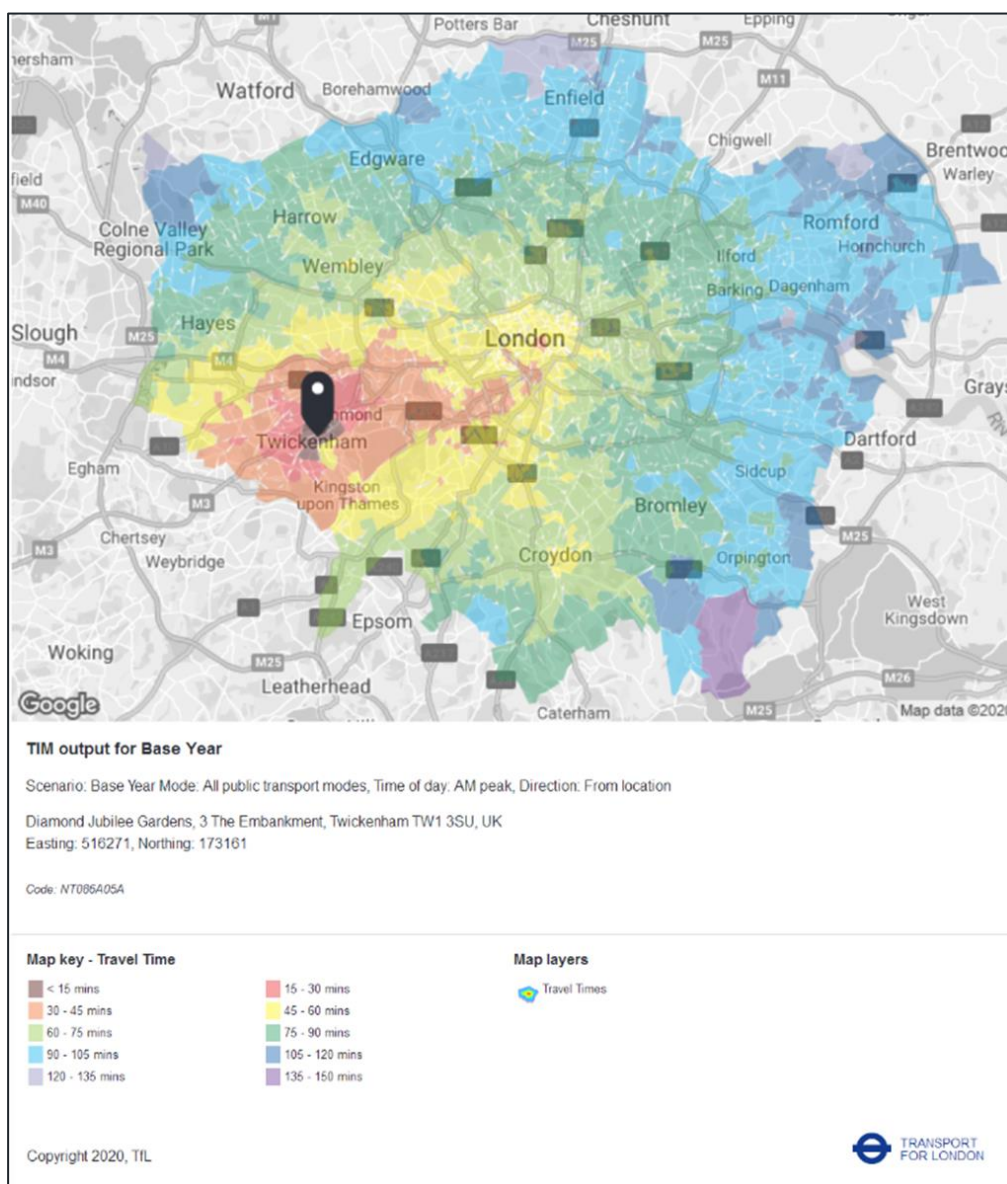
### TRAVEL TIME MAPPING (TIM)

- 3.6.5. TIM is a complementary measure of connectivity to PTALs in WebCAT. Travel times in TIM use travel time data derived from TfL's transport models.
- 3.6.6. WebCAT is a Web-based Connectivity Assessment Toolkit. The toolkit contains two ways of measuring transport connectivity:
  - PTAL assesses connectivity (level of access) to the transport network, combining walk time to the public transport network with service wait times.

- Time Mapping analysis (TIM) assesses connectivity through the transport network or, in other words, how far a traveller can go expressed as a series of travel time catchments. TIM is a useful indicator of the reach of the sustainable travel modes and can also be used to access socio-economic information such as the population, jobs and servicing within reach of the Proposed Development.

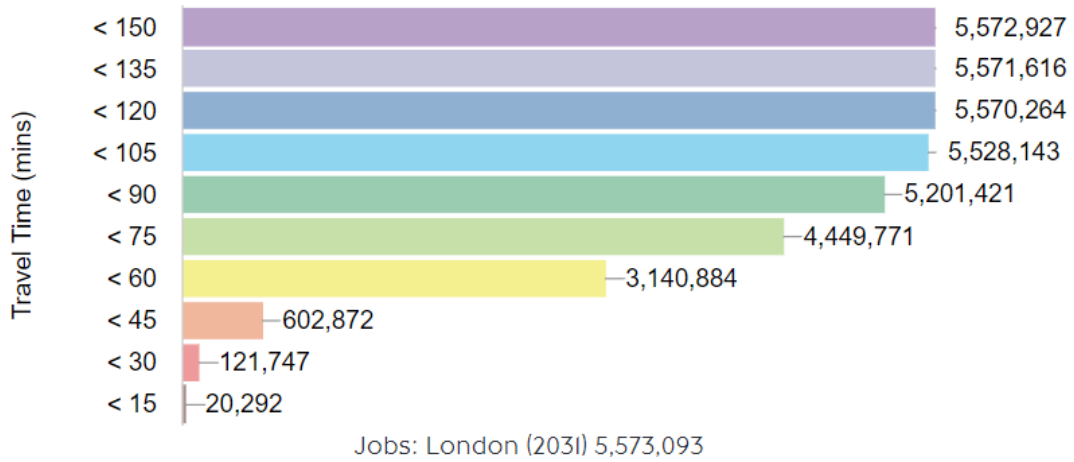
3.6.7. A TIM is provided below for the Twickenham Site in Figure 3-6.

**Figure 3-6 - TIM Map**



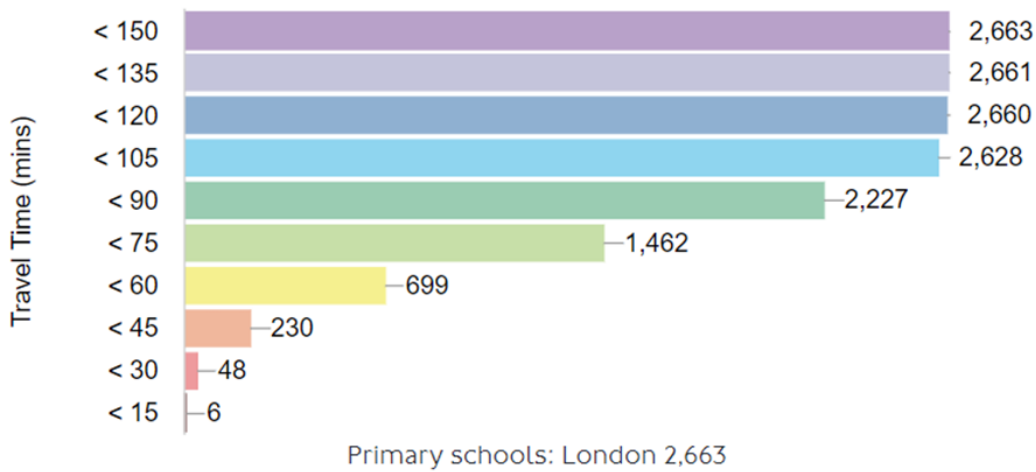
3.6.8. TIM has been used in greater detail to provide a catchment analysis for both employment and educational establishment scenarios for the Site's location. The above map illustrates the time it would take to reach different areas of London from the Site using public transportation.

**Figure 3-7 - Employment Catchment Analysis**

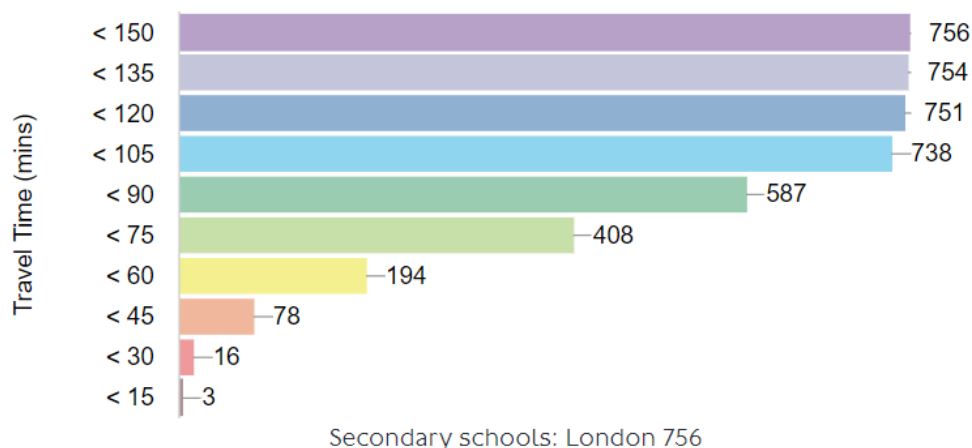


- 3.6.9. Figure 3-7 above shows the 2031 forecast for employment opportunities. The graph provides the public transport travel times it would take to reach these employment opportunities from the Site.
- 3.6.10. Figure 3-8 and Figure 3-9 below provide the same travel time information for primary school catchment and secondary school catchment from the Site.

**Figure 3-8 - Primary School Catchments Analysis**



**Figure 3-9 - Secondary Schools Catchment Analysis**



## PARKING CONDITIONS

- 3.6.11. Whilst parking is not permitted along the A305 King Street to the north of the Site, car parking is currently provided as on-street parking on Water Lane, The Embankment and Water Lane.
- 3.6.12. On-street parking is available along the majority of Water Lane and The Embankment for resident permit holders or as pay and display, with the hours of operation Monday to Saturday 0800-1830, with a max stay of four hours.
- 3.6.13. Parking on Wharf Lane is also pay and display with spaces provided for permit holders and business permit holders where it is leased to businesses.
- 3.6.14. A total of 26no. private parking spaces were previously provided within the Site within a car park accessible via the service road. The car park has since been closed awaiting further development.
- 3.6.15. Overall, a total of 85no. on-street car parking spaces will be removed as part of the Council CPZ review scheme with the exception of:
- Six bays (total to be confirmed) along the Embankment which will remain dedicated to EPI servicing;
  - Three bays which are re-provided along Wharf Lane for the use of EPI residents and visitors;
  - One bay for disabled badge holders along Wharf Lane, with a view to allocate the bay to a disabled resident of the new development;
  - Two disabled badge holders along Water Lane, with a view to allocate the bays to disabled residents of the new development;
  - Two on-street parking spaces which can be allocated by LPA in any way they see fit, we anticipate the bays may be retained as P&D for general visitors of the Embankment.
- 3.6.16. The removal of parking from the Embankment forms part of the Council’s initiative following extensive survey work. The vision for the Embankment is to create a place for people, facilitating an area of activity and event space which draws people to the riverside. The reduction of car parking provision along the Embankment will in turn reduce associated vehicle trips to the Embankment and along Wharf Land and Water Lane. It is also the intention of the Council to limit use of the Embankment for larger vehicles to access and egress the Site, instead turning at the south of Water Lane before travelling back northwards along Water Lane and back onto King Street.

- 3.6.17. In order to assess the existing parking stress around the Site, the Council has commissioned Systra to carry out a study on parking survey. Data was collected and analysed for the area covered by CPZ zone D encompassing Water Lane, The Embankment and Wharf Lane using the Richmond Parking Methodology. The study summary will be included in the final Transport Assessment and a copy of this can be appended if deemed necessary.
- 3.6.18. The highway network surrounding the Site was considered, with Manually Classified Turning Counts surveys undertaken at key junctions to inform the baseline understanding of the highway network operation and level of business. The surveys were commissioned by the Council via Systra and were carried out pre-Covid in a neutral traffic condition.

### **3.7. LOCAL FACILITIES**

- 3.7.1. The Travel Plan will report on the number and type of existing facilities within 500m of the Site. Whilst not all of these facilities are found within 500m the Site is considered to have an excellent level of connection to key facilities promoting a car free living. These will include:
- Appropriate food outlets;
  - Access to cash;
  - Access to an outdoor open space;
  - Access to a recreation facility for fitness or sports;
  - Publicly available postal facility;
  - Community facility;
  - Over the counter services associated with a pharmacy;
  - Public sector GP surgery or general medical centre; and
  - Childcare facilities or school.

3.7.2. These services are covered in the subheadings below, with a summary provided in **Table 3-5**.

### **ACCESS TO EDUCATION**

3.7.3. There are a number of schools that are located near the Site, the nearest primary school is St Mary's CE Primary School to the north, under 400m from the Site. The nearest secondary school is Radnor House Independent School to the west, 500m from the Site.

### **ACCESS TO RETAIL**

3.7.4. There are a number of different retail stores, particularly catering for food retail, within 500m of the Site. There is a Sainsbury's Local at the northern end of London Road, c.500m from the Site, and a Waitrose, 250m to the north. There are also a wide range of fast food and takeaway restaurants. A Barclays bank is located along King Street 65m to the east of the Site.

3.7.5. The Site is located within Twickenham Town Centre.

3.7.6. Heath Road west of the Site and offers a variety of restaurants, food stores, takeaways, cafes and other more niche retail services and facilities.

3.7.7. Richmond Road to the east of the Site, and offers a variety of restaurants, food stores, beauty salons, takeaways, cafes and everyday convenience stores.

### **ACCESS TO LEISURE AND RECREATION**

3.7.8. Local leisure facilities and sports grounds include the Twickenham Rowing Club at Eel Pie Island, less than 350m from the Site. Champion's Wharf is located c.300m from the Site. Around 280m to the east of the Site, is The Twickenham Museum.

3.7.9. York House Gardens is situated approximately 300m east of the Site, whilst the nearest park with recreational sports facilities is Marble Hill Park, a c.1,500m walk to the east.

### **ACCESS TO EMPLOYMENT**

3.7.10. The Site is located within Twickenham town centre and is surrounded by employment and office districts. 750m east of the Site, there is a small industrial estate along Heath Road. Rugby Football Union complex, Harlequins, Richmond College and Greggs Bakery, all of which are significant employers. Eel Pie Island, which is partly residential, also contains a large number of small businesses, including river related industries such as boat building and repair.

### **ACCESS TO HEALTHCARE**

3.7.11. There are multiple pharmacies, dentists and doctors practices in close proximity to the Site. Goode Pharmacy is located c.170m north of the Site on London Road, whilst Day Lewis Pharmacy is located c.140 m west of the Site. The Acorn Group Practice is located on Holly Road, 180 m north of the Site and Oaklane Medical Centre is located 400m east of the site on Oak Lane.

3.7.12. West Middlesex University Hospital is the nearest major hospital, c.3.6 km from the Site.

3.7.13. The Site is then considered to be in good access to local facilities and amenities, these are outlined in Table 3-5 below.

**Table 3-5 Local Amenities Summary Table**

<b>Amenities</b>	<b>Distance (metres) from Site</b>
<b>Barclays bank</b>	65
<b>Day Lewis Pharmacy</b>	140
<b>Goode Pharmacy</b>	170
<b>Acorn Group Practice</b>	180
<b>Waitrose</b>	250
<b>Twickenham Museum</b>	280
<b>Champion's Wharf</b>	300
<b>York House Gardens</b>	300
<b>Twickenham Rowing Club</b>	350
<b>St Mary's CE Primary School</b>	400
<b>Oaklane Medical Centre</b>	400
<b>Radnor House Independent School</b>	500
<b>Sainsbury's Local</b>	500
<b>Heath Road Industrial Estate</b>	750
<b>Marble Hill Park</b>	1500
<b>West Middlesex University Hospital</b>	3600



## 4. TRAVEL PLAN MANAGEMENT

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### 4.1. BREEAM GUIDANCE

- 4.1.1. To achieve the credits for BREEAM Compliance, a travel plan must be developed no later than Concept Design stage, (RIBA Stage 2) based on a site-specific travel assessment.
- 4.1.2. The site-specific travel assessment must cover the following as a minimum:
- If relevant, existing travel patterns and opinions of existing building or site users towards cycling, walking and public transport, identifying constraints and opportunities.
  - Predicted travel patterns and transport impact of future building users.
  - Current local environment for walkers and cyclists (accounting for any age-related requirements of occupants and visitors i.e. elderly and those with young children/prams).
  - Reporting of the number and type of existing accessible amenities, within 500m of the site, this includes:
    - Appropriate food outlet;
    - Access to cash;
    - Access to an outdoor open space (public or private, suitably sized and accessible to building users) – e.g. an office building with space to sit outside for lunch;
    - Access to a recreation or leisure facility for fitness or sports – e.g. a local leisure centre, tennis courts, on-site gym or, for a school, a local playground;
    - Publicly available postal facility;
    - Community facility – e.g. for a multi-residential building this could be a community hall or, for an office building, a public house;
    - Over the counter services associated with a pharmacy;
    - Public sector GP surgery or general medical centre; and
    - Childcare facility or school.
  - Disabled access, (this must account for varying levels of disability and visual impairment).
  - Calculation of the existing public transport Accessibility Index, (AI).
  - Current facilities for cyclists.

### 4.2. MANAGEMENT

- 4.2.1. The Travel Plan will be managed primarily through the Sustainable Travel Manager, delegating to the Travel Plan Co-ordinators appointed to manage the commercial land use.

### 4.3. SUSTAINABLE TRAVEL MANAGER

- 4.3.1. A Sustainable Travel Manager, (STM) will be appointed to take responsibility for the Proposed Development and management of the plan, and ensuring its delivery. The Sustainable Travel Manager role for the Site will be fulfilled by an appointed consultant or the Site management company. It will be the responsibility of the developer to ensure that a Sustainable Travel Manager is appointed prior to the first occupation of the Site. The roles and responsibilities of the Sustainable Travel Manager are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- Liaising with public transport operators and other service providers such as car club operators;
- Overseeing the monitoring and reporting of the Travel Plan including liaising with the Local Authority where appropriate;
- Overseeing and monitoring the regular surveys and questionnaires, which will inform the ongoing Development of the plan;
- Monitoring and where necessary revising Travel Plan targets; and
- Administration of the travel plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are permanent for the duration of the plan.

#### **4.4. TRAVEL PLAN CO-ORDINATORS**

4.4.1. To ensure that there is Site-wide adoption of the Travel Plan, the STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs). The STM will facilitate the appointment of a TPC for the commercial land-use and with them jointly promote the Travel Plan. The TPC's role will involve:

- Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice;
- Implementing any additional measures;
- Giving advice and information on transport-related subjects to residents, employees and visitors;
- On-Site coordination of data collection for the plan;
- Helping establish and promote the individual measures in the plan; and
- Providing on-Site support to the STM, as required.

#### **4.5. MARKETING STRATEGY**

4.5.1. It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan and disseminate travel information and notification of events and facilities provided. Full details of the marketing strategy for the Development are contained within the individual measures chapters for the Travel Plan. The marketing activities to be undertaken include the provision of links to relevant journey planning information and timetables for public transport services on TfL's website. This will be contained within the promotional material distributed to residents and employees.

#### **4.6. SECURING THE TRAVEL PLAN AND FUNDING**

4.6.1. Occupier specific initiatives will be funded by the occupier where necessary. All other measures implemented pre-occupation will be funded by the Proposed Development.

## **5. TRAVEL DEMAND**

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### **5.1. SITE MONITORING**

- 5.1.1. Given that the Proposed Development has not yet been constructed, it is not possible to undertake Site monitoring to establish baseline travel characteristics at this stage.
- 5.1.2. The travel characteristics of the Proposed Development's occupants will be monitored on a regular basis once the Proposed Development is occupied. Travel surveys will be undertaken for the commercial land use in accordance with the TRICS monitoring system that feeds into the TRICS survey database.
- 5.1.3. This survey will accurately identify the Site travel characteristics and the results will be known as Year 0. The initial travel survey will be coordinated and publicised by the Travel Plan Coordinator (TPC).

### **5.2. TRAVEL DEMAND**

- 5.2.1. The travel demand for the Proposed Development has been calculated on a first principles approach. Standard practice assumptions, in line with TfL requests, have then been made regarding the arrival and departure profiles for staff on any given day, whilst Census Data has been used to inform the modal split. The resultant trip generation is shown in Table 5-1.

**Table 5-1 Net Trip Generation**

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Train	8	8	16	28	17	46
Bus, minibus or coach	5	0	4	9	4	13
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	-6	-6	-12	-7	0	-6
Passenger in a car or van	0	0	0	2	2	4
Bicycle	5	2	6	9	6	14
On foot	18	8	26	94	78	172
<b>Total</b>	<b>29</b>	<b>11</b>	<b>40</b>	<b>136</b>	<b>107</b>	<b>243</b>

## 6. OBJECTIVES AND TARGETS

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### 6.1. OBJECTIVES

- 6.1.1. Travel plans should have measurable outputs or targets against which the progress of the plan can be monitored.
- 6.1.2. The strategy for this travel plan therefore has the following general objectives:
- To establish sustainable travel principles for the development as a whole;
  - To facilitate tailored travel information;
  - To encourage healthy and active travel;
  - To reduce local congestion;
  - To minimise single occupancy vehicle and taxi trips;
  - To support car free lifestyles; and
  - To raise awareness of sustainable modes of transport available for employees traveling to and from the Site.

### 6.2. TARGETS

- 6.2.1. In accordance with TfL's best practice guidance all targets identified will be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.
- 6.2.2. Two types of targets have been identified. 'Action' type targets are defined within Appendix 3 of TfL's guidance as 'non-quantifiable actions that need to be achieved' (e.g. appointing a Travel Plan Coordinator one month before occupation), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes (e.g. the date by which car driver mode split will be achieved). The Action and Aim type targets for the Site are set out in turn below.

#### **ACTION TYPE TARGETS**

- 6.2.3. Potential Action Type Targets are as follows:
- Appoint a Travel Plan Coordinator, (TPC) within one month of occupation;
  - Cycle parking for the office land use will be provided in line with London Plan (2021) standards;
  - Organise cycle to work-week to promote cycling within 1 month of occupation and annually thereafter for a minimum period of 5 years;
  - Production of a Commercial Travel Leaflet promoting alternative modes of transport and the key services provided through the travel plan, prior to the occupation of each unit; and
  - Undertake travel surveys in years one, three and five after first occupation.

#### **AIM TYPE TARGETS**

- 6.2.4. As outlined previously, the Proposed Development will be predominantly car-free with only one blue badge car parking bay being provided. As a result, no car trips are anticipated. Nevertheless, the identified aim targets will focus primarily on the promotion of walking and cycling to and from the site. The mode share targets, (as a proportion of all trips to / from the site) are detailed within Table 6-1.

**Table 6-1 Mode Share Targets**

<b>Mode</b>	<b>Year 1 % Split</b>	<b>Target Change Year 3</b>	<b>Target Change Year 5</b>
<b>Train</b>	53%	53%	52%
<b>Bus</b>	13%	12%	11%
<b>Taxi</b>	0%	0%	0%
<b>Motorcycle</b>	1%	1%	1%
<b>Driving</b>	3%	3%	2%
<b>Passenger in a car</b>	1%	1%	1%
<b>Bicycle</b>	9%	10%	12%
<b>On foot</b>	20%	20%	21%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

- 6.2.5. The aim targets will be reviewed as an on-going exercise through the site-specific travel surveys. The targets have been set in accordance with the Mayor's Transport Strategy 2018 which aims to achieve a 12% modal share for cycling.
- 6.2.6. It should however be noted that the 'aim' targets detailed above cannot be set accurately until the initial travel surveys have been undertaken one year post first occupation of the Site.

## 7. PACKAGE OF MEASURES

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### 7.1. INTRODUCTION

- 7.1.1. This section outlines the 'hard' (infrastructure) and 'soft' (travel management) measures that will be implemented throughout the Site to maximise sustainable travel behaviour.
- 7.1.2. It outlines the overarching measures which will be implemented on Site in order to achieve the objectives identified above. These measures form the core of the Travel Plan. The measures have been grouped into two types as follows and considered in turn in the following sections:
- 'Hard' engineering measures incorporated into the design of the Proposed Development; and
  - Key services and facilities secured through the Section 106 agreement.

### 7.2. HARD MEASURES

- 7.2.1. Many physical aspects of the design of a new development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the Proposed Development are set out below. It should be noted that appropriate hard engineering measures will be provided prior to occupation of the Proposed Development and will be funded by the developer.

#### LOCATION

- 7.2.2. Given the Site's PTAL 5 'very good' rating, it is considered that there is great scope for sustainable travel due its access to a wide range of transport choices. Furthermore, the context of the Site within the LPA has the potential to minimise the need for taxi and public transport trips, given the walkability of the area and cycle links to destinations further afield.

#### CAR PARKING

- 7.2.3. The Proposed Development will be car-free with the exception of spaces provided for Blue Badge holders, and spaces re-provided for the use of tradespeople and visitors associated with Eel Pie Island.
- 7.2.4. In addition to the residential parking, the Proposed Development seeks to provide 2no. spaces along Water Lane to be assigned by LPA as they see fit. We anticipate that these spaces would provide for blue badge holder visitors to the Embankment and proposed commercial land uses.
- 7.2.5. In summary, the proposed car parking spaces associated with the Proposed Development would comprise:
- Six bays along the Embankment, which will remain dedicated to Eel Pie Island servicing activity;
  - Two parking bays provided on Wharf Lane, also for the use of Eel Pie Island tradespeople and visitors;
  - One bay for disabled badge holders along the service road;
  - Two disabled badge holders along Water Lane
  - Two on-street parking spaces which can be allocated by LPA in any way they see fit, we anticipate the bays may be retained as P&D for general visitors of the Embankment.

## CYCLE PARKING

- 7.2.6. The cycle stores will provide the appropriate amount of cycle parking for the residents in accordance with London Plan and LCDS standards. For the E land uses the visitor cycle parking will be provided where it is under surveillance.
- 7.2.7. The residential cycle parking provision based on the above London Plan guidance is set out in Table 7-1 below.

**Table 7-1 – Proposed Residential Cycle Parking Provision**

Block	Unit	Unit Mix	Long Stay	Short Stay
<b>Water Lane Building</b>	Studio	0	0	3
	1 bed	11	17	
	2 bed	9	18	
	3 bed	1	2	
	<b>Total</b>	<b>21</b>	<b>37</b>	
<b>Wharf Lane Building</b>	Studio	5	5	
	1 bed	9	14	
	2 bed	10	20	
	3 bed	0	0	
	<b>Total</b>	<b>24</b>	<b>39</b>	
<b>Total</b>		<b>45</b>	<b>75</b>	<b>3</b>

- 7.2.8. The commercial cycle parking provision based on London Plan guidance is set out in Table 7-2 below.

**Table 7-2 – Proposed Commercial Cycle Parking Provision**

Land Use	Development Quantum	Long Stay	Short Stay
<b>B1 Workspace</b>	320 sqm (GIA)	3	1
<b>A2-A5 Cafe'/Restaurants</b>	699 sqm (GIA)	4	18
<b>A1 Food Retail</b>	368 sqm (GIA)	3	10
<b>Total</b>	<b>1,387 sqm (GIA)</b>	<b>10</b>	<b>29</b>

- 7.2.9. It is anticipated that there will be 85 long stay cycle parking spaces provided across the site for all uses, and 32 new short stay spaces for all visitors.
- 7.2.10. Cycle parking at the Proposed Development will be provided in secure, covered areas.
- 7.2.11. Long-stay cycle parking for residents will be provided as per the London Cycle Design Standards (LCDS), with 20% of spaces taking the form of accessible Sheffield Stands and 80% in the form of two-tier stands.
- 7.2.12. Short-stay cycle parking spaces will be provided within the public realm in the form of Sheffield stands, each providing parking for two bicycles.



- 7.2.13. Accessible cycle parking spaces for non-standard bikes will also be provided in the public realm as Sheffield stands.

### **7.3. KEY SERVICES AND FACILITIES**

- 7.3.1. A number of key services and facilities to compliment the location and physical design of the Proposed Development will also be implemented to further encourage the use of sustainable transport modes. Details of each of the key services are set out in turn below.

#### **CYCLE MAINTENANCE FACILITIES**

- 7.3.2. Essential maintenance facilities such as bicycle pumps will be provided by commercial occupiers for use by employees as necessary. Maintenance facilities will be made available by the site management company.

#### **WEB BASED WORKING FROM HOME**

- 7.3.3. Where practicable, the TPC, with assistance from on-site representatives from the office occupiers will encourage the use of web-based working from home for employees to reduce the need to travel whilst providing benefits for the mobility impaired.

#### **PERSONALISED JOURNEY PLANNING**

- 7.3.4. The Travel Plan Coordinator, (with assistance from the site based representatives) will provide personalised travel planning advice to employees. The TPCs will identify routes to public transport services for employees travelling into work. This will therefore promote the use of public transport.

#### **FACILITIES FOR MOBILITY IMPAIRED PERSONS**

- 7.3.5. The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired persons working within the Site.

#### **SUSTAINABLE DELIVERY INITIATIVES**

- 7.3.6. Sustainable delivery initiatives will also be pursued where practicable. Such initiatives could include the synchronisation of deliveries from common suppliers therefore reducing both the number of deliveries to the site whilst simultaneously reducing the economic and environmental costs associated with Light Goods Vehicle, (LGV) and Heavy Goods Vehicle, (HGV) deliveries.

- 7.3.7. This initiative will rest with the individual businesses on the site but can be encouraged and coordinated by the Travel Plan Coordinator. Further details will be provided in the 'Delivery and Servicing Plan.'

#### **EMPLOYEE NOTICE BOARDS**

- 7.3.8. Employee notice boards providing travel information will be placed in prominent locations. Maps of the immediate local area will be displayed on the employee notice boards identifying locations of cycle parking, car club bays and public transport service access points. The notice boards will also be used to inform employees of any new travel initiatives or events organised by the TPC.

## **8. MONITORING AND REVIEW**

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### **8.1. INTRODUCTION**

8.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the Travel Plan Coordinator.

### **8.2. MONITORING**

8.2.1. The TPC will arrange the initial travel survey to be undertaken for the Proposed Development once a trigger point of 75% occupation of the office floorspace is reached.

8.2.2. The travel survey will then be undertaken at the first, third and fifth year after the trigger point has been reached, (75% occupation of commercial floorspace). The specification of the travel surveys will be agreed with the LPA prior to being undertaken, however it is envisaged that they will comprise the following elements:

- Management questionnaire to identify site specific details, (to be completed by the Site management company or managing agent);
- Vehicle parking count, (by vehicle type) spread throughout the day for the blue badge space;
- Pedestrian counts at the pedestrian access points into the Site; and
- Self-completion questionnaire surveys of employees within the Site to identify the mode share of the Proposed Development, focusing on reasons for car use and barriers to more sustainable travel in the longer term, in particular looking for barriers to cycling.

8.2.3. Monitoring will continue on a rolling five year, (1, 3 and 5) basis if targets are not met within the initial monitoring period, unless otherwise agreed in writing with LPA.

### **8.3. REVIEW**

8.3.1. The TPC will report the survey results to the LPA for each phase within one month of each survey. The TPC and officers of the LPA will then review the results and, if appropriate, revise the target accordingly. The results of the travel survey and revised targets will be included in the subsequent revision of the Travel Plan.

### **8.4. ACTION PLAN**

8.4.1. The programme for the implementation of the Travel Plan measures is set out in Table 8-1 including tasks, intended implementation dates and responsibilities.

8.4.2. The Action Plan is intending to be a live plan to be updated by the TPC to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed.

**Table 8-1 Action Plan**

Action	Target (values)	Target Date	Funding	Indicator / Measured by	Responsibility
<b>Appointment of Travel Plan Coordinator</b>	N/A	Within one month of occupation	Initial appointment funded by Developer / Service Charge thereafter.	Appointment of TPC by target date	Developer / Occupier
<b>Provision of 'hard' engineering measures (Cycle parking &amp; Car parking)</b>	No car parking will be provided on-site (except blue badge bay), cycle parking will be provided in line with LBRuT policy guidance	Prior to occupation	Developer	Completion of on-site cycle parking	Developer
<b>Provision of cycle maintenance facilities</b>	N/A	Prior to occupation	Initial appointment funded by Developer / Service Charge thereafter	Provision of cycle pumps and maintenance tools	Developer / Occupier
<b>Production of Commercial travel leaflets</b>	Issue of travel information leaflet to every employee	Upon occupation	Developer / Occupier	Commercial travel survey	Developer / Travel Plan Coordinator
<b>Undertake initial travel surveys</b>	N/A	Within 1 month of reaching 75% occupation of Development	Commercial Occupier	Receipt of survey results	Developer / Travel Plan Coordinator
<b>Monitor and review Travel Plan with Council</b>	N/A	5 years after initial travel survey (75% occupation)	Service charge	Multimodal travel surveys conducted in years 1, 3 and 5.	Travel Plan Coordinator



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