



Greggs Bakery / Twickenham

Framework Travel Plan

Prepared by Velocity

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FORMER GREGGS FACTORY, TWICKENHAM RESIDENTIAL & INDUSTRIAL FRAMEWORK TRAVEL PLAN

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TABLE OF CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY	6
3	BASELINE CONDITIONS & SITE ACCESSIBILITY	12
4	RESIDENTIAL TRAVEL DEMAND	24
5	MANAGEMENT AND MEASURES	26
6	RESIDENTIAL OBJECTIVES & TARGETS	31
7	MONITORING AND REVIEW	33
8	RESIDENTIAL ACTION PLAN.....	34
9	WORKPLACE TRAVEL STATEMENT	35

FIGURES

FIGURE 1-1: SITE LOCATION AND LOCAL CONTEXT	1
FIGURE 1-2: PROPOSED DEVELOPMENT PLAN AND ACCESS STRATEGY.....	4
FIGURE 2-1: TRAVEL PLAN PYRAMID	8
FIGURE 3-1: WALKING ACCESSIBILITY.....	13
FIGURE 3-2: AMENITIES WITHIN WALKING DISTANCE	14
FIGURE 3-3: CYCLING ACCESSIBILITY	15
FIGURE 3-4: TIM CYCLIST ACCESSIBILITY IN PROXIMITY TO THE DEVELOPMENT SITE	16
FIGURE 3-5: SITE PTAL MAPPING.....	17
FIGURE 3-6: LOCAL BUS ROUTES	19
FIGURE 3-7: RAIL NETWORK MAP.....	20
FIGURE 3-8: SOUTHWESTERN RAILWAY NETWORK MAP.....	20
FIGURE 3-9: TIM MAPPING	21
FIGURE 3-10: LOCAL HIGHWAY NETWORK.....	22

TABLES

TABLE 1-1: PROPOSED DEVELOPMENT ACCOMMODATION SCHEDULE	3
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TABLE 1-2: PROPOSED INDUSTRIAL FLOORSPACE	3
TABLE 2-1: LONDON PLAN (MARCH 2021) - CYCLE PARKING POLICY	9
TABLE 2-2: THE LONDON PLAN (MARCH 2021) – MAXIMUM CAR PARKING STANDARDS FOR RESIDENTIAL DEVELOPMENT	9
TABLE 2-3: TRAVEL PLAN THRESHOLDS	9
TABLE 2-4: PROPOSED DEVELOPMENT TRAVEL PLAN REQUIREMENTS	10
TABLE 3-1: LOCAL FACILITIES/AMENITIES WITHIN PROXIMITY OF THE SITE	13
TABLE 3-2: SUMMARY OF PTAL	17
TABLE 3-3: BUS SERVICE FREQUENCIES	18
TABLE 3-4: SUMMARY OF RAIL SERVICES FROM TWICKENHAM STATION	21
TABLE 4-1: BASELINE MODE SHARE AND TRIP GENERATION – RESIDENTIAL.....	24
TABLE 5-1: PROPOSED RESIDENTIAL CYCLE PARKING PROVISION	28
TABLE 6-1: INDICATIVE PRELIMINARY MODE SHARE TARGETS	32
TABLE 8-1: RESIDENTIAL ACTION PLAN	34
TABLE 9-1: PROPOSED INDUSTRIAL CYCLE PARKING PROVISION	36
TABLE 9-2: WORKPLACE ACTION PLAN.....	39



1 INTRODUCTION

1.1 INTRODUCTION

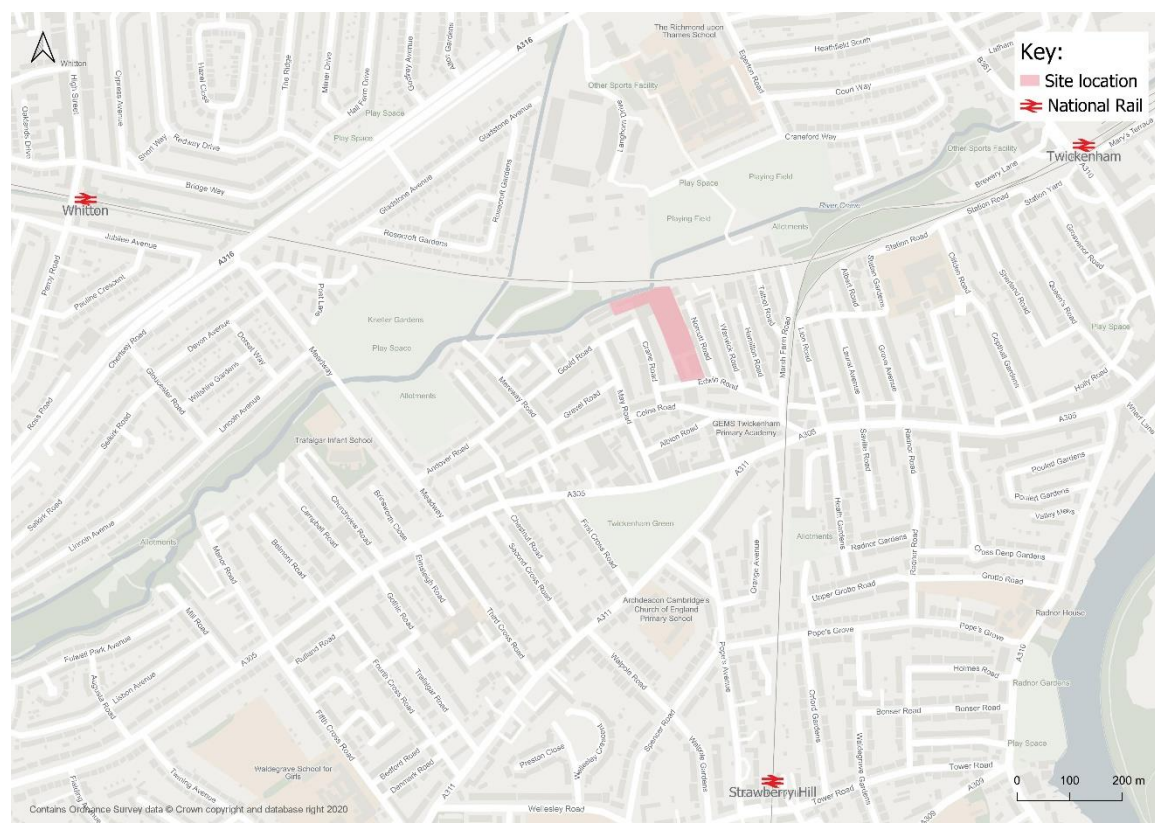
1.1.1 Velocity Transport Planning has prepared this Framework Travel Plan (FTP) to accompany a detailed planning application for the redevelopment of the former Greggs Bakery Site and No2 Gould Road, Twickenham, TW2 6RT. The land referred to herein as 'the site', to which the planning application pertains, is located within the administrative boundary of the London Borough of Richmond upon Thames (LBRuT).

1.1.2 This FTP should be read in conjunction with the Transport Assessment (TA), also submitted as part of the planning application.

1.2 SITE LOCATION

Figure 1-1 illustrates the location of the site. The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north west.

Figure 1-1: Site location and local context



- 1.2.1 The surrounding area is predominantly residential in character comprising rows of terraced streets. Crane Mews to the west comprises as mixed-use building of small commercial units and residential. To the south of the Site there is a small workshop in light industrial use.
- 1.2.2 Lockcorp House on Norcutt Road to the east of the Site comprises an office building which has been the subject of various applications and have resulted in planning permission being granted for residential use. The most recently received approval for 15 affordable flats (mix of one, two and three bedroom units). Norcutt Road comprises mews type properties with small rear gardens with adjoin the Site. Craneford Way Depot to the north of the Site beyond the River Crane and railway line comprises a large, underdeveloped waste Site.
- 1.2.3 The north of the Site is adjacent to the River Crane. The river and land beyond to the north of the Site is designated as Metropolitan Open Land (MOL). The Hamilton Road Conservation Area is located to the east of the Site with the boundary running between the back gardens of the properties on the east side of Norcutt Road.
- 1.2.4 Twickenham Railway Station, operated by Southwestern Railway, provides a number of services to and from London Waterloo and destinations in the southwest. In addition, several bus services are accessible within 550m walk of the site along Heath Road.
- 1.2.5 The site has a PTAL of 2, indicating a poor level of public transport accessibility. As a result of the site being situated within an Outer London area with lower-than-average accessibility to public transport services, higher maximum car parking standards apply, as set out in the London Plan (March 2021).
- 1.2.6 The site and its surrounding road network are situated within Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.

1.3 EXISTING SITE USE

- 1.3.1 The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north west.
- 1.3.2 There are a range of buildings covering the majority of the Site which comprises an area of 1.1ha. The majority of the Greggs Bakery Site is covered by a single storey industrial shed alongside large extract equipment. There are also a number of associated two and three storey commercial buildings across the remainder of the Site which have developed in a piecemeal way over time. The existing buildings have reached the end of their life cycle. The application site also includes no. 2 Gould Road, a two-storey end of terrace house.
- 1.3.3 Due to the current plot coverage, the total floorspace across the Site is 9,051 sqm existing Greggs industrial GIA and 75 sqm existing residential house GIA. The existing structures are built up to the boundaries with the gardens of the properties at Norcutt Road and Crane Road.
- 1.3.4 The Site is highly constrained and is accessed via Edwin Road to the South and via Gould Road at the north of the Site. There is a small yard to the south of the Site accessed from Edwin Road which is where HGVs access the Site. A limited amount of car parking associated with the existing bakery is located within the Site accessed off Gould Road to the north of the Site. Staff from Greggs Bakery were previously able to park on



the surrounding streets prior to parking restrictions associated with to the introduction of the 'West Twickenham CPZ' which came into force in May 2018.

1.3.5 The existing use of the site is for industrial purposes and includes ancillary office floorspace associated with the bakery operations that previously operated from the Site. The bakery operation is now redundant, and Greggs ceased the bakery use on the Site in 2018. Greggs have been unable to sell the facility despite a marketing exercise which commenced in February 2018.

1.3.6 Greggs operated on the Site since the acquisition in 1994. Agents for Greggs have advised that throughout this period it has proven problematic from an operational and asset management perspective. The buildings gave rise to an unsustainable maintenance cost resulting in the business beginning a search for alternative premises in the late 1990s as the Site was considered unfit for purpose. The business operated from the Site, unsatisfactorily and inefficiently, maintaining a difficult relationship with neighbouring residents. Alternative premises were identified in Enfield and the Bakery production and distribution has now relocated outside of the Borough to a purpose-built facility which is more operationally efficient than the Bakery premises at Gould Road.

1.4 PROPOSED DEVELOPMENT

1.4.1 The description of the proposed development is as follows:

'Demolition of existing buildings (with retention of a single dwelling) and redevelopment of the site to provide up to 97 residential units, 883 sqm industrial floorspace (Use Class E) and 117 sqm commercial floorspace with associated hard and soft landscaping, car parking and highways works and other associated works'

1.4.2 The development quantum is summarised in **Table 1-1** and **Table 1-2**.

Table 1-1: Proposed Development Accommodation Schedule

DWELLING TYPE	NO. OF UNITS
1-bedroom	33
2-bedroom	33
3-bedroom	31
Total	97

Table 1-2: Proposed Employment Floorspace

EMPLOYMENT USE CLASS	FLOOR AREA (GIA)
E (g)(iii)	883sqm
E (c) or (g)	117sqm

1.4.3 In summary, the proposed development is seeking detailed planning permission for:

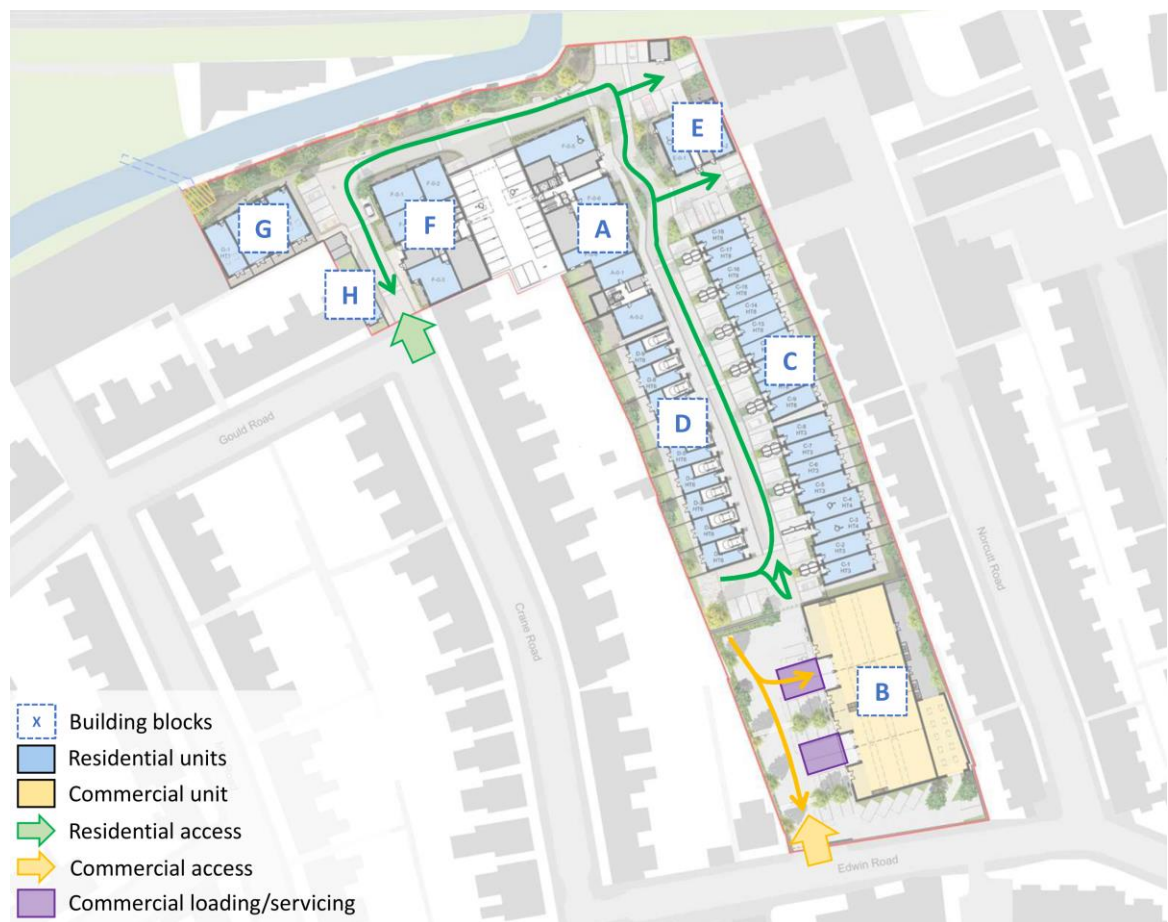
- Demolition of existing industrial buildings across the Site with the retention of an existing two storey end of terrace dwelling house on Gould Road.
- Redevelopment of the Greggs Bakery Site through the provision of a variety of buildings ranging from 2 – 5 storeys, comprising delivery of mews housing, apartment buildings to the north of the Site fronting the River Crane and the delivery of an employment building fronting Edwin Road.



- Delivery of 97 x residential units (Use Class C3) (33 x 1 bed, 33 x 2 bed, 31 x 3 bed) including 20 Affordable Housing units (equating to 20% of residential provision by unit or 19% by habitable room).
- Provision of 883 sqm of commercial floorspace (Use Class E) designed for light industrial usage.
- Provision of 117 sqm of employment floorspace (Use Class E) designed for affordable workspace.
- Creation of new street within the site.
- Car parking provision on site including 83 residential spaces, 18 employment and 1 public on-street car club parking space.
- 202 residential cycle parking spaces and 12 employment spaces.
- 4 loading bays for the industrial.

1.4.4 The proposed access, parking and servicing arrangements are illustrated in **Figure 1-2**.

Figure 1-2: Proposed Development Plan and Access Strategy



1.5 OVERVIEW

- 1.5.1 Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as *"a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel. "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 create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.*
- 1.5.2 This Travel Plan sets out a series of objectives, targets and measures. It is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.5.3 The implementation of pre-occupation measures included within the Travel Plan will be the developer's responsibility and/or the specific end occupiers.
- 1.5.4 A Travel Plan Coordinator (TPC) will be appointed prior to occupation to implement the Travel Plan. Given that separate Travel Plans will be developed for the residential and commercial occupiers, the TPC will be responsible for coordinating the operation and management of each Travel Plan, with tenant representatives being responsible for their individualised occupier Travel Plan on a day-to-day basis. The TPC will report periodically to the LBRuT Travel Plan officers.
- 1.5.5 It is anticipated that a planning condition will be imposed requiring the implementation of an approved Framework Travel Plan (which will be substantially based upon this document) prior to the occupation of the proposed development. The Travel Plan and TPC will initially be funded by the developer.
- 1.5.6 This Travel Plan has been produced in accordance with the current Department for Transport (DfT) and TfL Travel Plan guidance.

1.6 DOCUMENT STRUCTURE

- 1.6.1 The remainder of this TP is structured as follows:
- **Section 2** - reviews relevant transport planning policy;
 - **Section 3** – provides details of the baseline conditions and site accessibility;
 - **Section 4** – forecasts the residential travel demand;
 - **Section 5** - summarises the residential development's measures and initiatives;
 - **Section 6** – sets out objectives and targets for the residential use;
 - **Section 7** – summarises the strategy for monitoring and reviewing the Residential Travel Plan;
 - **Section 8** – provides a Residential Action Plan; and
 - **Section 9** – provides a Workplace Travel Statement for the commercial use.



2 PLANNING POLICY

2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the proposed development are addressed.

2.1.2 This relevant transport policy to this application includes the following:

- National Planning Policy Framework (NPPF);
- Regional Policy, namely the London Plan (March 2021) and Mayor's Transport Strategy; and
- Local or Borough Development Planning Documents (DPDs) forming either part of the Local Development Framework (LDF) Core Strategy, namely the LBRuT's Local Plan.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The National Planning Policy Framework (NPPF) was adopted in July 2018 and updated in July 2021 and sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally prepared housing and other development plans can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises 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.

2.2.4 Paragraph 109 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the cumulative residual impacts on the road network would be severe" and in this context that planning applications should:

- a) *give priority first to pedestrian and cycle movements, both within the proposed development 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 disabled people 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-ins and other ultra-low emission vehicles in safe, accessible and convenient locations.*



2.2.5 Paragraph 111 of the NPPF requires all developments that will generate significant amounts of movement to provide a Travel Plan and be supported by a Transport Assessment to assess the likely impacts of the proposal.

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed 'good practice' guidance in 2009 to assist all stakeholders in securing an effective policy framework, determining when a Travel Plan is required, and outlining how it should be prepared within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented, and then monitored and managed in the longer term. The document comprises technical guidelines and does not set out any new policy or legal requirements.

2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.

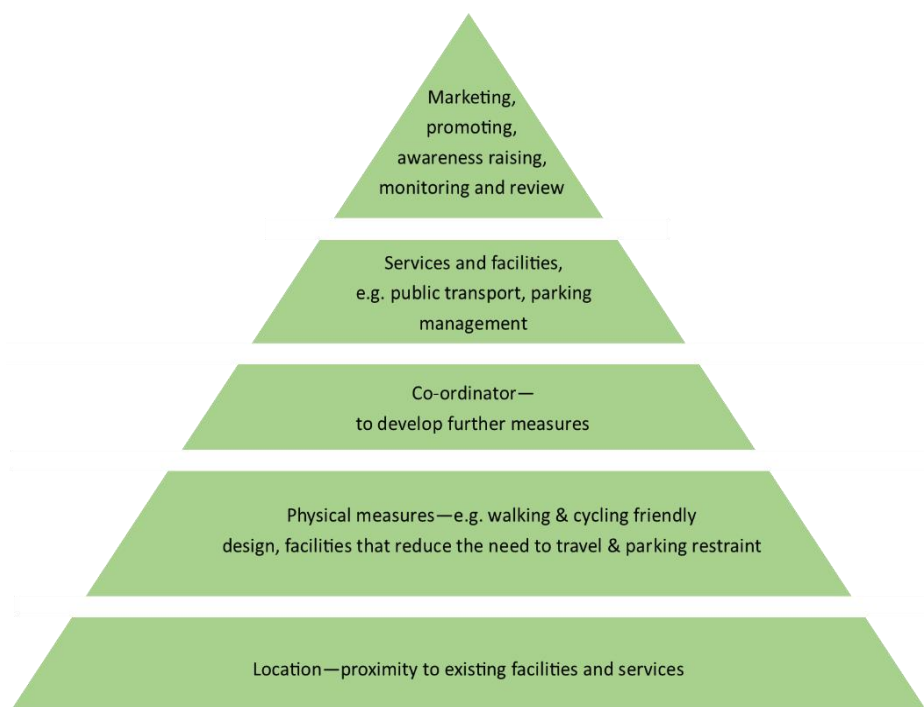
2.3.3 Travel Plans are important for major new developments in order to:

- 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 'place'.

2.3.4 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1**.



Figure 2-1: Travel Plan Pyramid



- 2.3.5 The Travel Plan Pyramid demonstrates 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.

WORKPLACE TRAVEL PLANS

- 2.3.6 The DfT guidance identifies that Workplace Travel Plans should focus primarily on commuter travel and travel in the course of work but should also include strategies to make visitor and freight travel more sustainable. The guidance also notes how Travel Plans typically combine measures to support walking, cycling, public transport and car-sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace Travel Plans also include actions to reduce the need to travel, such as policies to encourage home working and video conferencing.

2.4 THE LONDON PLAN (2021)

- 2.4.1 The London Plan (March 2021) is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.
- 2.4.2 Policy T4 Part B states that Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required, ensuring compliance with Transport for London guidance.
- 2.4.3 The London Plan sets out that the phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes.
- 2.4.4 Policy T1 notes that development proposals should target 95% of all trips in Central London (90% in Inner London and 75% in Outer London) to be made by foot, cycle or public transport by 2041. It 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 network and supporting infrastructure are mitigated."

2.4.5 The London Plan cycle parking standards are shown in **Table 2-1**.

Table 2-1: London Plan (March 2021) - cycle parking policy

Land Use	Long-stay	Short stay
C3 – Residential	1 space per studio, 1.5 spaces per 1-bedroom unit, 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
Light Industrial (Class E)	1 space per 250sqm (GEA)	1 space per 1000sqm (GEA)

2.4.6 Table 10.3 of the London Plan states Maximum Parking standards for residential development as shown in **Table 2-2** and paragraph T6.1 G, Residential Disabled Parking.

Table 2-2: The London Plan (March 2021) – maximum car parking standards for residential development

LOCATION	NUMBER OF BEDROOMS	MAXIMUM PARKING PROVISION
Outer London PTAL 2-3	1-2	Up to 0.75 space per dwelling
Outer London PTAL 2-3	3+	Up to 1 space per dwelling
~ With the exception of disabled person parking, see Part G Policy T6.1 Residential Parking		

2.4.7 The London Plan states, 'For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities 184 taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.'

2.5 TFL TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

2.5.1 In November 2013, TfL published new guidance on the requirements for travel plans for new developments in London.

2.5.2 The type of Travel Plan required should be considered in the context of a range of circumstances. Thresholds set out in **Table 2-3** identify the type of Travel Plan that is required. A Travel Plan is not required in cases where individual occupiers do not meet the thresholds. Where this is the case, it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site-wide Travel Plan measures.

Table 2-3: Travel Plan Thresholds

Land Use	Travel Plan Statement	Travel Plan
C3 Residential	Between 50 and 80 units	Equal or more than 80 units
Class E - Light Industrial use	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm

2.5.3 Based on the above TfL Travel Plan threshold table, the type of Travel Plan required for 97 residential units is detailed within **Table 2-4**.



Table 2-4: Proposed development Travel Plan Requirements

Land Use	Proposed	Travel Plan Type
C3 Residential	97 units	Travel Plan
Class E – Light Industrial use	883 sqm	-

2.5.4 On this basis, a Framework Travel Plan is required for the proposed development as part of the planning application. The Framework Travel Plan includes a Residential Travel Plan and Workplace Travel Plan Statement.

2.6 MAYOR'S TRANSPORT STRATEGY (2018)

2.6.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.6.2 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.6.3 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient, and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined, including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- a) Create high-density, mixed-use places; and
- b) Unlock growth potential in underdeveloped parts of the city.

2.7 LB RICHMOND UPON THAMES - LOCAL PLAN (JULY 2018)

2.7.1 The LBRuT's Local Plan sets out the strategic framework for the borough from 2018 to 2033. The Local Plan contains the strategic vision and objectives for the borough, as well as the policies and site allocations that will guide the future development of the borough.

2.7.2 Encouraging sustainable transport, walking and cycling forms a key focus within the borough's approach to "A Sustainable Future", as outlined in Chapter 3 of the Spatial Strategy, some relevant sections of which are outlined herein:



To reduce environmental impacts, including air pollution and congestion, and to maximise opportunities for health and promoting active lifestyles, the Council will continue to work with its partners to improve and promote safe, sustainable and accessible transport choices, including public transport, cycling and walking. Focusing development in the main centres of the borough (i.e. Richmond and Twickenham as well as Teddington, East Sheen and Whitton) will result in sustainability benefits, including a reduction in the need to travel by car and also mitigate the effects of development pressure on the rest of the borough. A main element of the Spatial Strategy is to promote cycling and walking, which contribute significantly towards creating an attractive and pleasant environment, which has been shown to be not only beneficial to an individual's health and social life but also to bring economic benefits to the borough's centres

2.7.3 Chapter 11 of the Local Plan pertains specifically to Transport; Policy LP44 "Sustainable Travel Choices" states that

"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." It further states that major applications will be required to submit a Travel Plan.

2.7.4 The same policy states that:

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

2.8 LONDON BOROUGH OF RICHMOND DRAFT TRANSPORT SUPPLEMENTARY PLANNING DOCUMENT (SPD) (2020)

2.8.1 The Council is working on updating existing and new SDPs, which provide further details on implementing policies and/or site allocations for key development sites as contained within the adopted Local Plan.

2.8.2 The Draft Transport SPD provides further detailed guidance to support the adopted Local Plan policies, to promote safe and sustainable transport choices.

2.8.3 The Draft Transport SPD states that Travel Plans should be developed in accordance with the Local Plan and TfL's guidance and submitted alongside the planning application. Travel plans should include details of how sustainable travel, including reductions in travel, will be achieved and private car use minimised.

2.8.4 Travel Plans should set targets for walking, cycling and public transport use and include details of the physical and non-physical measures that will be introduced to achieve these targets, and monitoring arrangements, including potential remedies in the event of the targets not being met. A Travel Plan Coordinator should oversee the development and delivery of the Travel Plan. Development thresholds for when a Travel Plan is required are set out in the London Plan (March 2021) and Local Plan.



3

BASELINE CONDITIONS & SITE ACCESSIBILITY

3.1 INTRODUCTION

3.1.1 This section sets out the transport conditions in the vicinity of the proposed development. It considers the site itself and its immediate surroundings.

3.2 WALKING

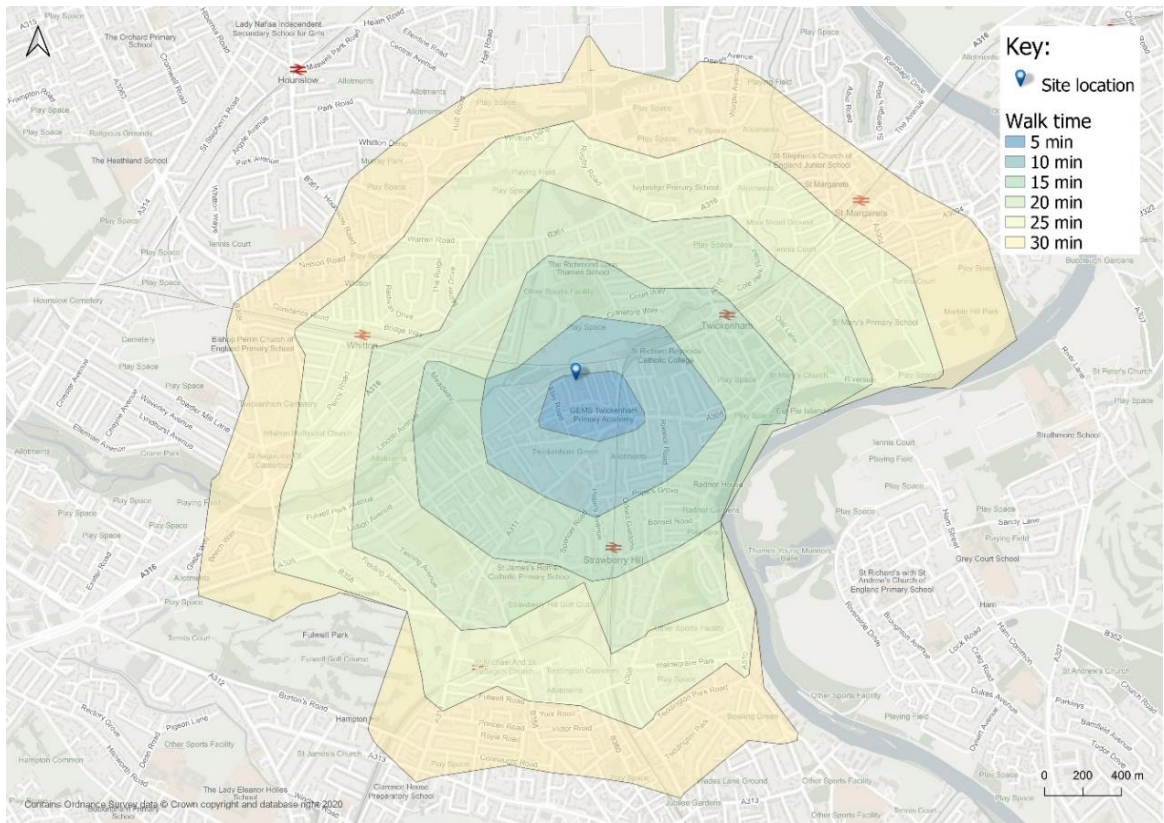
3.2.1 The National Travel Survey identifies that walking is the most frequent travel mode for short-distance trips (within 1 mile/1.6 km). Therefore, infrastructure that supports travel on foot is essential to promote sustainable and active travel.

3.2.2 The footways in the proximity of the site are well-lit and well-connected. The site benefits from good footpath connectivity to the A305 The Green and Twickenham Railway Station. In addition to a range of public transport options, the site is also within walking distance of several local amenities and services, including London Road and King Street, reducing the need for prospective residents to travel by car in most instances.

3.2.3 A pedestrian isochrone map is shown in **Figure 3-1**, which shows the area/distance that can be walked from the site within a five-minute to 30 minutes walk, based on a walking speed of 4.8km/hr.



Figure 3-1: Walking accessibility



3.2.4

Several public transport stations and stops can be reached within a short walk of the site, including:

- Twickenham Station via Marsh Farm Road at 15 minutes (1.28 km);
- Twickenham Green bus stop (Stop GL) via Norcutt Road and A305 at 7 minutes (640 m) and Twickenham Station bus stop via Marsh Farm Road at 16 minutes (1.28 km); and
- Strawberry Hill Railway Station is around a 16-minute walk (1.28 km) from the site to the south of the site.

3.2.5

Table 3-1 sets out the local amenities and facilities within 1km of the site and can be reached within an 11-minute walk/four-minute cycle. **Figure 3-2** illustrates the amenities listed in **Table 3-1**.

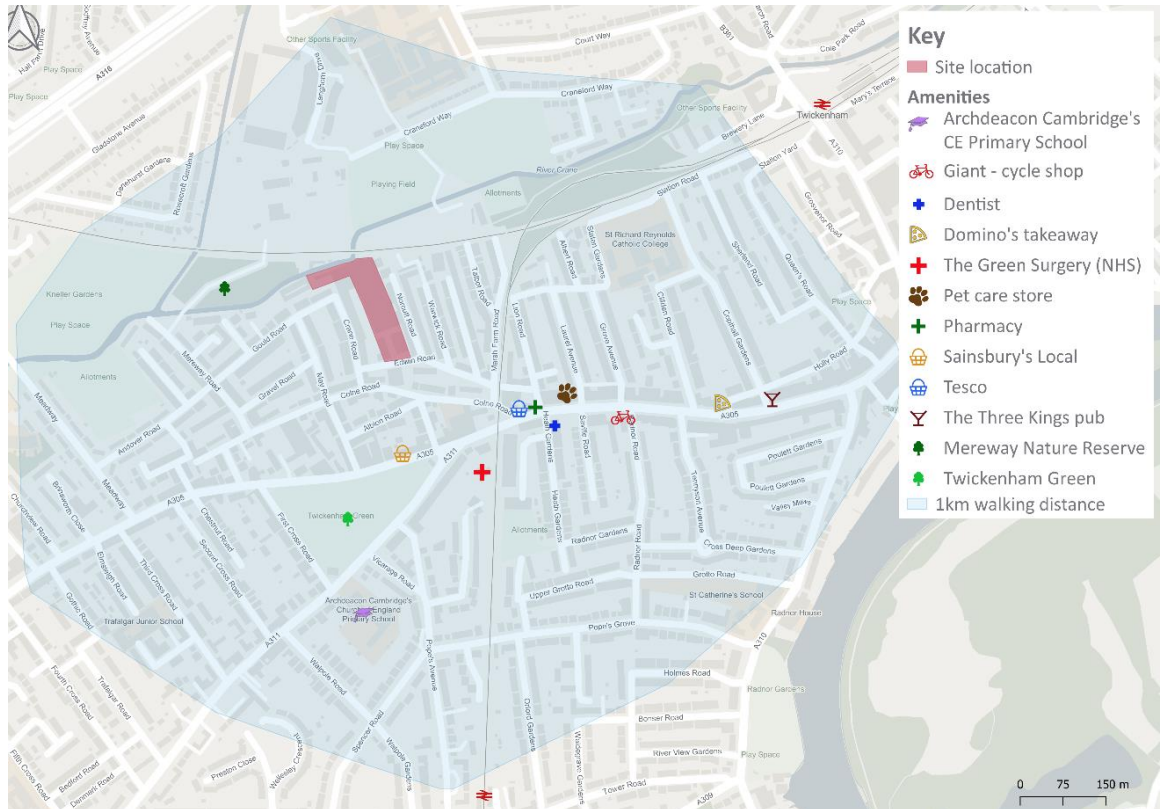
Table 3-1: Local facilities/amenities within proximity of the site

FACILITY / DESTINATION	TRIP PURPOSE	DISTANCE (METRES)	WALK TIME (MINUTES)	CYCLING TIME (MINUTES)
Twickenham Green	Leisure	400	5	3
Mereway Nature Reserve	Leisure	550	7	2
Sainsbury's Local	Food retail	400	5	1
Tesco Express	Food retail	500	6	1
Pet Care store	Retail	600	8	3
The Green Surgery (NHS)	Healthcare	400	5	2
Maple Leaf Pharmacy	Healthcare	400	5	2
Dentist	Healthcare	500	6	3
Archdeacon Cambridge's CoE Primary School	Primary education	600	7	4



FACILITY / DESTINATION	TRIP PURPOSE	DISTANCE (METRES)	WALK TIME (MINUTES)	CYCLING TIME (MINUTES)
Giant – cycle shop	Retail	650	8	3
Domino's	Food retail	800	10	3
The Three Kings	Leisure	900	11	3

Figure 3-2: Amenities within walking distance

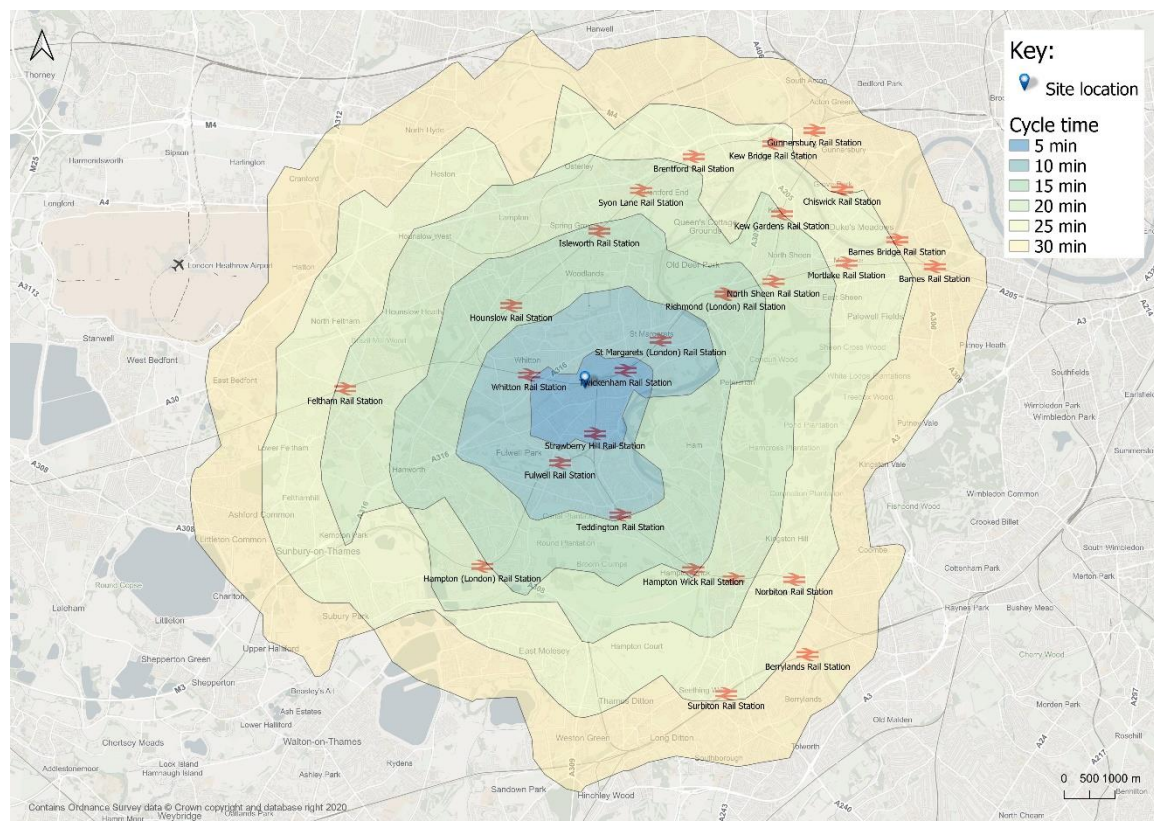


3.3 CYCLING

- 3.3.1 Cycling can substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances.
- 3.3.2 A cycling isochrone map is shown in **Figure 3-3**, which shows the area/distance that can be cycled from the site within a five-minute to 30 minutes cycle, based on a cycling speed of 16km/hr.



Figure 3-3: Cycling accessibility



3.3.3 **Figure 3-3** shows the site is within cycle distance of the Strawberry Hill, Twickenham Green and Heath Road areas, all of which provide access to a range of local amenities and services.

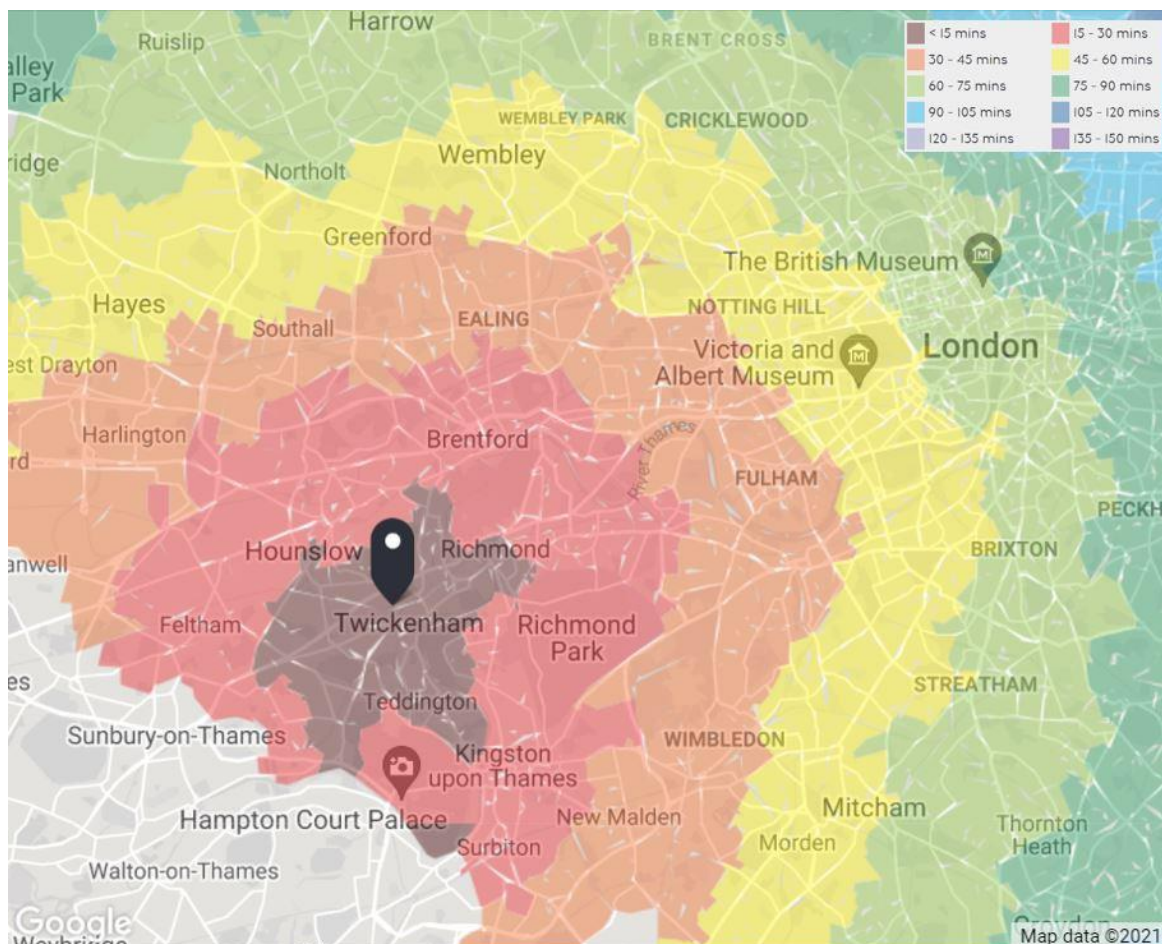
3.3.4 There is no dedicated cycling infrastructure (i.e., cycleways and cycle lanes) in the vicinity of the site, and cyclists share the site's surrounding road network with vehicles. Cycle parking stands are provided along the A305 Heath Road, and a further 30 cycle racks are provided at Twickenham Railway Station.

3.4 CYCLING TIME MAPPING

3.4.1 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity. Time Mapping for the site, travelling by bicycle during the AM peak, is presented in **Figure 3-4**.



Figure 3-4: TIM cyclist accessibility in proximity to the development site



Source: TfL

- 3.4.2 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity. Time Mapping for the site, travelling by bicycle during the AM peak, is presented in **Figure 3-4**.
- 3.4.3 **Figure 3-4** demonstrates that a number of areas, including Fulham, Wimbledon, Ealing and Harlington, can be accessed within a 45 minutes cycle of the site.

3.5 PUBLIC TRANSPORT ACCESS LEVEL

- 3.5.1 Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 3.5.2 TfL's online WebCAT tool shows the site AI is 8.97 indicating a PTAL of 2 (poor). The WebCAT PTAL output is summarised in **Figure 3-5** and **Table 3-2**.

Figure 3-5: Site PTAL mapping

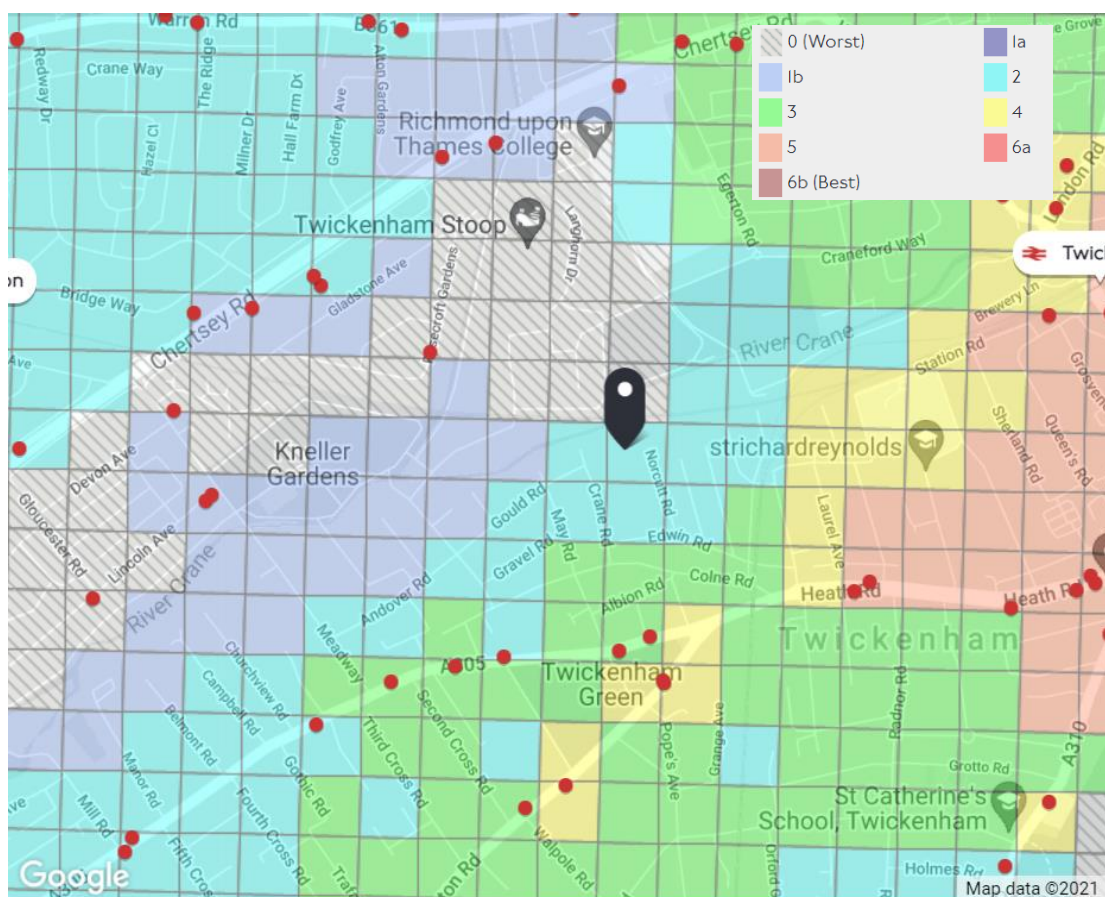


Table 3-2: Summary of PTAL

SERVICE	SERVICES	KEY STOPS / STATIONS (WALK TIME)	PTAL ACCESS INDEX
Bus	290 ,281, R70, 267, 110, 490, H22	Twickenham Green (5 minutes)	8.97
Total			8.97 (PTAL 2)

3.5.3 The site has a PTAL of 2; however, this only accounts for two local bus stops (providing access to seven routes) and not the nearby railway stations, i.e., Strawberry Hill and Twickenham Stations. The stations are situated just outside the 12-minute PTAL walking catchment but are still within reasonable walking distance.

3.5.4 Walking and cycling are generally accepted as important alternatives to the private car and should also be encouraged to form part of a longer journey via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6km) – *Planning for Walking, 2015*;
- The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6km) - *National Travel Survey, 2017*;



- Walking can replace short car trips, particularly those under 2km – Manual for Streets, 2007; and
- Walking distances to bus stops should not exceed 400m, whilst people are prepared to walk twice as far to rail stations, Planning for Walking, 2015.

3.5.5 In this respect, PTAL is not considered the most representative measure of the site's accessibility. Moving just 200m to the east of the site, closer to the centre of Twickenham and the PTAL levels increase to 4 and 5, which would indicate good to very good access to public transport services.

BUS NETWORK

3.5.6 The site benefits from a number of bus routes in the area, with the closest bus routes situated along Twickenham Green (stops GC, GL, GT and GM), all of which are situated within a six-minute walk to the south of the site. There are additional stops on Heath Road Grove Avenue (Stop GS) (an eight-minute walk) to the southeast of the site providing services towards Hounslow, Fulwell, Tolworth and Heathrow Airport.

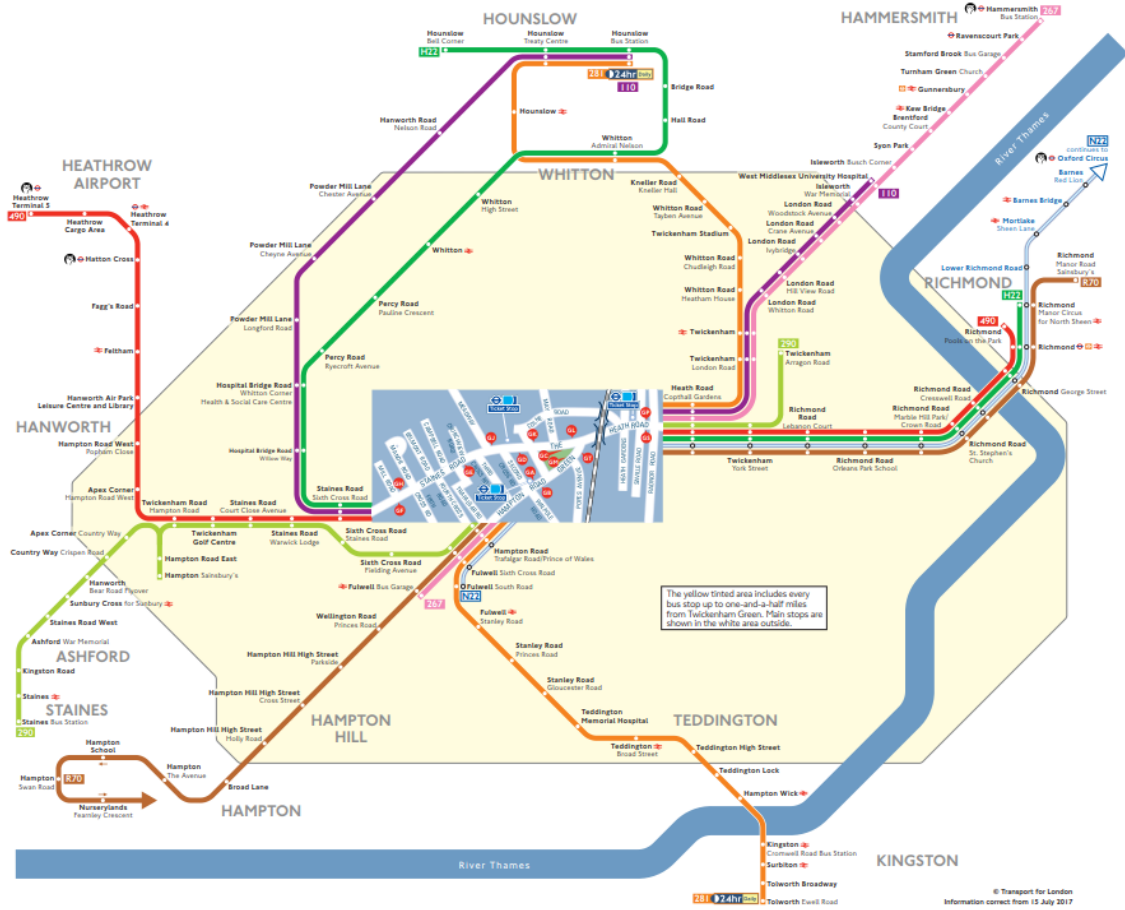
3.5.7 **Table 3-3** provides details of these routes, including peak hour frequencies, and **Figure 3-6** shows the routing.

Table 3-3: Bus service frequencies

SERVICE NO.	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)		OPERATOR
		AM	PM	
110	West Middlesex Hospital - Isleworth - Twickenham - Powder Mill Lane - Hounslow	9	6	London United
490	Heathrow Airport - Hatton Cross - Feltham - Staines Road - Twickenham - Richmond	15	15	Abellio London
267	Fulwell - Twickenham - Isleworth - Brentford - Turnham Green - Hammersmith	18	17	London United
281	Tolworth - Surbiton - Kingston - Teddington - Fulwell - Twickenham - Whitton - Hounslow	18	19	London United
290	Staines - Ashford - Sunbury Cross - Fulwell - Twickenham	3	3	Abellio London
H22	Hounslow - Hall Road - Whitton - Staines Road - Twickenham - Richmond - Richmond Manor Circus	15	15	London United
R70	Hanworth/Nursery lands (circular) - Hampton Hill - Fulwell - Twickenham - Richmond	16	19	Abellio London



Figure 3-6: Local bus routes



RAIL NETWORK

- 3.5.8 The closest railway station to the site is Strawberry Hill, situated a 13-minute walk (1.1km) to the south of the site. Twickenham Railway Station, located approximately 1.6 km to the east of the site along Station Road, provides more train services.
- 3.5.9 The station is operated by Southwest Railway, providing access to destinations including London Waterloo, Reading, Clapham Junction, Chiswick and Wimbledon.
- 3.5.10 A network map illustrating the rail connectivity from Twickenham Station is shown in **Figure 3-7** and **Figure 3-8**.



Figure 3-7: Rail network map

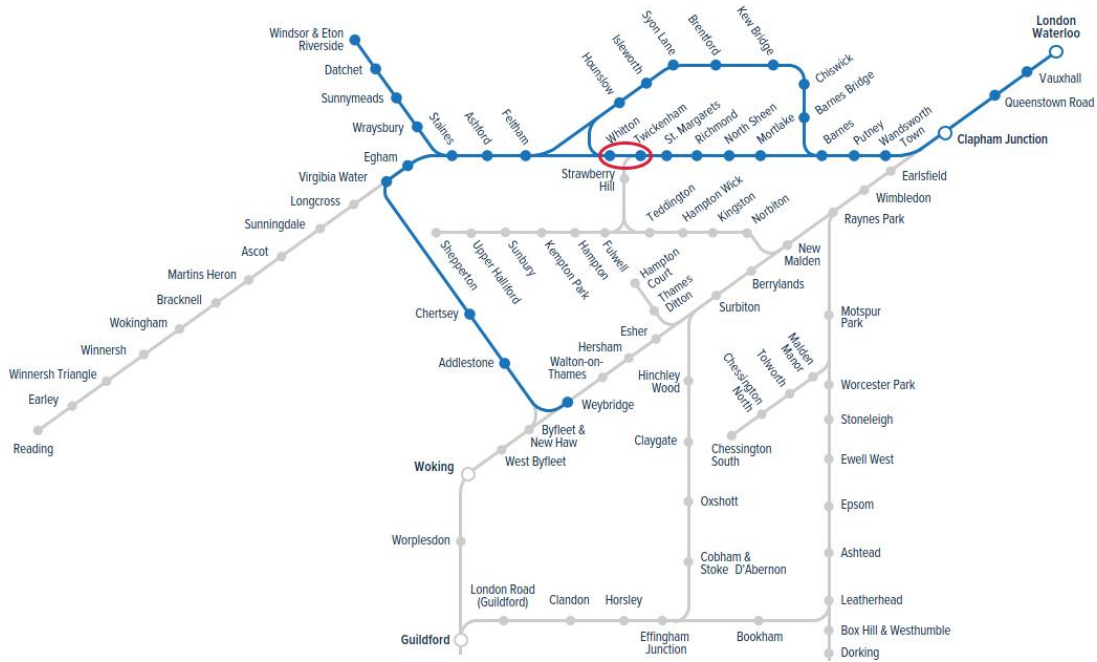
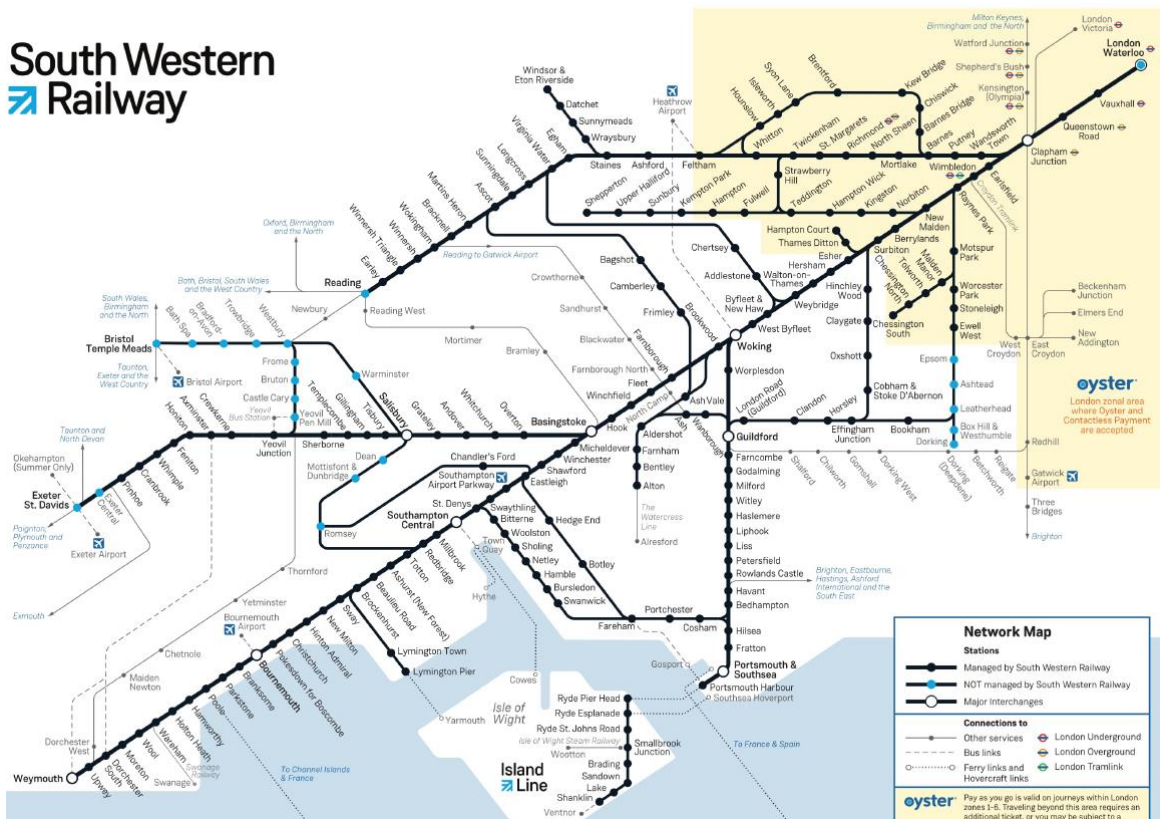


Figure 3-8: Southwestern Railway network map



3.5.11 The rail service and their frequencies are outlined in Table 3-4.



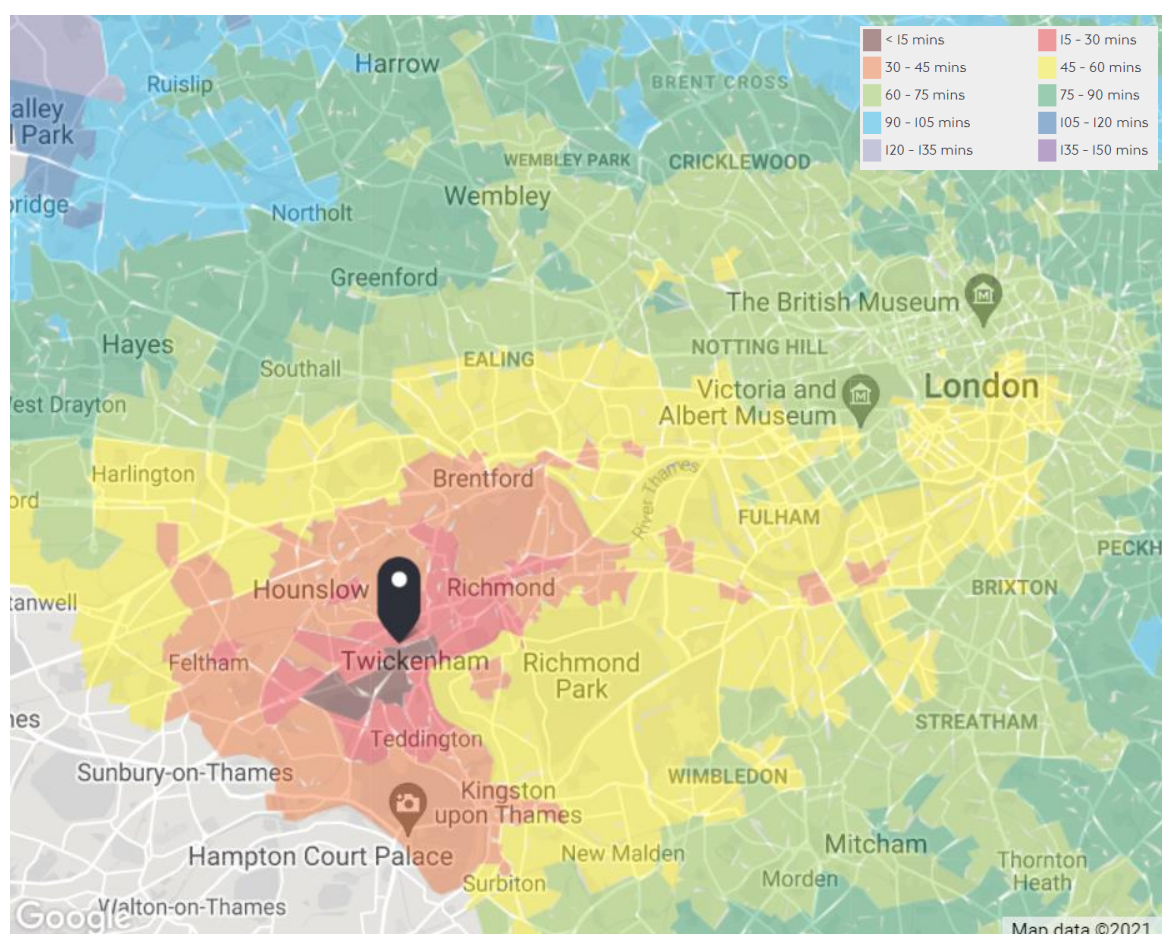
Table 3-4: Summary of Rail Services from Twickenham Station

DIRECTION	FIRST/LAST TRAIN	PEAK SERVICES PER HOUR
London Waterloo	00:11/23:43	10-17
Reading	05:36/23:10	2-4
Chiswick	05:53/23:43	3-5
Windsor and Eton Riverside	05:53/23:52	2
Wimbledon	05:53/23:41	7-10

PUBLIC TRANSPORT TIME MAPPING

- 3.5.12 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping for the site, travelling by public transport during the AM peak, is presented in **Figure 3-9**.

Figure 3-9: TIM Mapping



- 3.5.13 Significant employment opportunities locally and in Central London can be accessed within 45 minutes.

