

Aval Consulting Group.



School Travel Plan

The Ham Brewery Tap, 4-6 Ham St, Richmond TW10 7HT

Woodward Nursery School

18th September 2023

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1 Introduction

1.1 Overview

AVAL Consulting Group Limited (ACGL) has been commissioned by Woodward Nursery School to provide the School (Nursery) Travel Plan (TP) for the proposed children's nursery development at The Ham Brewery Tap, 4-6 Ham St, Richmond TW10 7HT. This is to accompany the Planning Application to the Local Authority (London Borough of Richmond (LBR)) for consent to undertake the proposed work at the site.

The proposed development is for the redevelopment / refurbishment of the existing derelict pub into a children's nursery.

There will be 49 children at the nursery from babies up to 4 years old. The gross floor area is 227sqm. The nursery will be built over two floors - ground and first floor.

The development will be car-free.

This TP has been carried out in accordance with good practice guidelines and has been prepared in accordance with National Planning Policy Framework (NPPF) (2021), London Plan (2021), Richmond's School Travel Plan guidance and Richmond Upon Thames Local Plan.

1.2 School Travel Plans in Richmond and TfL STARS Scheme

A School Travel Plan (STP) is a document aimed at promoting safer, more active, and sustainable travel to school while reducing private vehicle journeys. It addresses concerns like traffic congestion during school drop-offs, student health, road safety, and environmental impact.

A STP sets out how a school or nursery intends to increase levels of walking, cycling and use of public transport for the journey to and from school. It is developed through a partnership involving the school, the Council, TfL and the community, and is based on consultation and engagement with teachers, parents and carers, pupils, governors/boards and other local people.

The STP is normally developed online using TfL's STARS (Sustainable Travel: Active, Responsible and Safe) platform. STP progress and initiatives for individual Richmond schools and nurseries can be viewed on the STARS website.

STARS accreditation is an initiative by Transport for London (TfL) designed for London schools and nurseries. It encourages sustainable, active, responsible, and safe travel to school among young Londoners. STARS promotes walking, scooting, and cycling as ways to travel to school responsibly and safely.

STARS provides guidance that covers goal setting, data collection, surveys, tools like the WOW Travel Tracker, street audits, and target setting for progress monitoring.

In this particular case, as the nursery has yet to receive planning permission and does not exist as yet, this STP has been written as a report/document. Once the

nursery has received planning approval and is being constructed this STP will be added to the TfL STARS database scheme in line with the LBR. This can form a Planning Condition following Planning Approval.

1.3 Objective

This is a School Travel Plan document, which sets out specific objectives and measures. The mode share targets have been set, based on the results of the forecast trip generation from the trip generation and parking report, prepared by ACGL (August 2023). The targets and mode share will be updated based on the travel patterns from a baseline travel survey following occupation of the development.

The STP itself will be a living document and will be input into the TfL STARS database for Richmond providing detailed long term transport solutions for the nursery.

1.4 Definition of a Travel Plan

“A Travel Plan is a long-term management strategy for an organisation, site or area, which is aimed at promoting the use of sustainable modes of transport and providing choice for the user, with an end objective of reducing the environmental impacts of travel and dependency on the private car for single-occupancy trips.”

As set out in Section 1.2 and 1.3, this STP will include specific objectives, targets, and measures, as well as detail about predicted travel behaviour and mode share. Where elements are unknown, such as the baseline travel patterns, targets and some measures, these will remain ‘interim’ until after a baseline survey is completed and the detail will be submitted within a revised STP document and on STARS database.

The objectives and supporting measures may need adjusting throughout the planning process, and thereafter throughout the lifespan of the nursery. This may result in the introduction of new objectives if required, and/or alternate measures to achieve these.

A Travel Plan Coordinator (TPC) will be appointed to be responsible for implementing, monitoring, and updating the STP following site occupation and every year thereafter. This coordination role will be undertaken by someone from the nursery staff team.

1.5 Site Location and Details

Figures 1.1 shows the site location. The site is bounded by Ham Street to the south-west, St. Michaels Covent Gardens to the north-east and residential buildings surround the proposed development to the north-west and south-east. It is situated in a residential area.

The front of the building faces south-west, overlooking Ham Street. The building is completely detached with access to the small front parking area for the building.

The site is easy to access on foot, by bus, train and by car. Ham Street outside the site provides connections to the A307 in the south and to routes into Central London via the A316 in the north.

The site also benefits from local bus services, with a bus stop 4 minutes' walk from the site. This is Ashburnham Road bus stop and it is served by one bus service, which is service 371. The nearest train station is Twickenham Station, which is a 17-minutes' cycle or a 35-minutes' bus ride to the north.

The local area is mixed-use in nature with many residential and a few commercial developments nearby.

In summary, the site is within a short and desirable walking distance of many facilities such as shops, cafes, restaurants, bus stops, train station and schools.

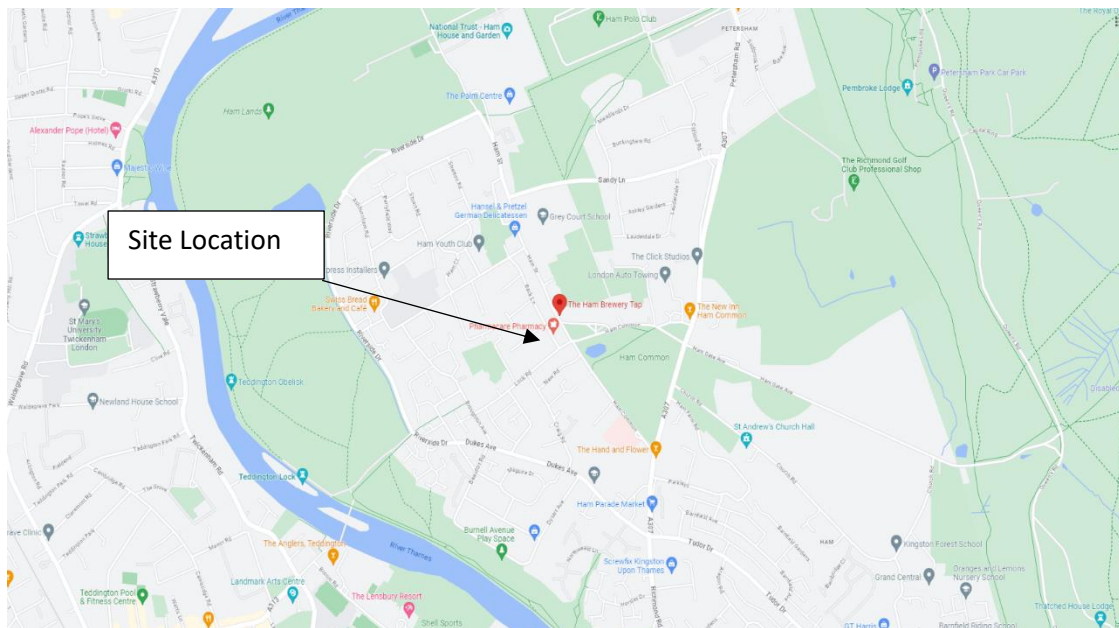


Figure 1.1: Site Location and Local Roads (image source: Google Maps)

2 Policy and Guidance

This section lists all the latest regional and local policy, statutory and non-statutory guidelines relevant to the permitted development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2021)

The principal national planning policy guidance with respect to the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published on 20 July 2021 by the Department for Communities and Local Government (DCLG). This guidance sets out the Government's planning policies for England and how they are expected to be applied. Three dimensions to sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with guidance and requirements set out in this Revised NPPF (Department for Communities and Local Government, 2019), which has replaced the original NPPF document of 27 March 2012.

The NPPF outlines the Government's planning policies for England and how they are expected to be applied. This has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Travel Plans are required, and what they should contain. This has been referred to when preparing this report.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- Lessening the 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 developments to increase existing road capacity or provide new roads.

2.2 Regional Guidance

2.2.1 Adopted London Plan (March 2021)

Chapter 10 of the 2021 London Plan states the main policies associated with transport within London.

Policy T1: Strategic Approach to Transport states:

"A Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

B 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."

Policy T3: Transport capacity, connectivity and safeguarding states:

"A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed."

2.2.2 Mayor's Transport Strategy

The Mayor's Transport Strategy 2018 are a set of plans set out by the Mayor of London to transform the streets of London, to improve public transports and to create opportunities for new homes and jobs. The main method of achieving this goal is to encourage more people to walk, cycle and use public transport.

Policy 21 highlights the principles of Good Growth in relation to new homes and jobs:

"The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

a) *Create high-density, mixed-use places, and*

- b) *Unlock growth potential in underdeveloped parts of the city*

2.2.3 Vision Zero

As part of the Mayor's Transport Strategy 2018 Action Plans, the Vision Zero action plan is to "eliminate all deaths and serious injuries on London's transport system. This plan focuses on the area where our greatest challenges lie - London's streets". By 2041, all deaths and serious injuries will be eliminated from London's transport network.

The actions plan as part of the Vision Zero are as follows:

- 1) **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- 2) **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- 3) **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- 4) **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped rider
- 5) **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.3 Local Guidance

2.3.1 Richmond Local Plan - Adopted by Council 3rd July 2018

Richmond Local Plan - Adopted by Council 3rd July 2018 describes the suggested plan for enhancing the borough's transportation infrastructure until 2033.

The Local Plan includes a number of initiatives and policies that, will assist achieve the borough's manifesto goal of expansion while also having a long-term impact on individuals who live, work, and do business there.

Section 1.1.4 states that:

“The policies as set out in this Local Plan follow the approach of the presumption in favour of sustainable development and show how it is expressed locally. The Council will ensure that planning applications that accord with policies in the adopted Local Plan and the London Plan (and where relevant, with policies in emerging neighbourhood plans, such as the Ham and Petersham Neighbourhood Plan once adopted) will be approved without delay, unless material considerations indicate otherwise.”¹

The key policies affecting this development are:

Policy LP 44 Sustainable Travel Choices states that:

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

A. Location of development

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

B. Walking and cycling

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

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local

¹ Richmond Local Plan - Adopted by Council 3rd July 2018. Accessible at:
https://www.richmond.gov.uk/media/15935/adopted_local_plan_interim.pdf

or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations.”

2.3.2 STARS Accreditation

The STARS scheme aims to ensure long term commitment to travel planning in schools. The scheme provides incentives and rewards for those who embrace travel planning and demonstrate achievements in their contribution to sustainable travel.

There are 3 levels of accreditation: Bronze, Silver and Gold, which can be achieved by introducing initiatives and reducing single car occupancy at the school.

The LBR offer several road safety education programmes and this, coupled with the curriculum initiatives most schools already implement, means Bronze is very achievable for many of Richmond's schools.

2.3.3 Healthy Schools

Healthy Schools London is another accreditation programme which helps schools deliver projects that will assist in improving pupil and staff health and wellbeing, promoting a healthy lifestyle and aiming to reduce childhood obesity. This can overlap with the STARS programme where active travel is concerned and counts towards STARS accreditation.

3 Existing Transport Conditions and Site Accessibility

3.1 Site Context and Location

The site is bounded by Ham Street to the south-west, St. Micheals Covent Gardens to the north-east and residential buildings surrounding the proposed development to the north-west and south-east. It is situated in a residential area.

The front of the building faces south-west, overlooking Ham Street. The building is completely detached with access to the small front parking area for the building.

The site is easy to access on foot, by bus, train and by car. Ham Street outside the site provides connections to the A307 in the south and to routes into Central London via the A316 in the north.

The site also benefits from local bus services, with a bus stop 4 minute walk from the site. This is Ashburnham Road bus stop and it is served by one bus service, which is service 371. The nearest train station is Twickenham Station, which is an 17-minute cycle or a 35-minute bus ride to the north.

The site currently comprises of a building for an abandoned pub.

3.2 Existing Conditions

3.2.1 Pedestrian Accessibility

Ham Street has adequate footways on both sides close to the site. The roads have a speed limit of 20mph, this allows pedestrians to cross without danger.

An extensive network of street lighting exists on Ham Street and the surrounding roads providing a safer environment during the darker hours. Furthermore, the crossing points all have dropped kerbs and tactile paving present, making the local pedestrian routes easily accessible by partially sighted pedestrians.

3.2.2 Cycle Network

Ham Street has a low-speed limit of 20mph meaning cyclists can safely cycle on this road and other local roads.

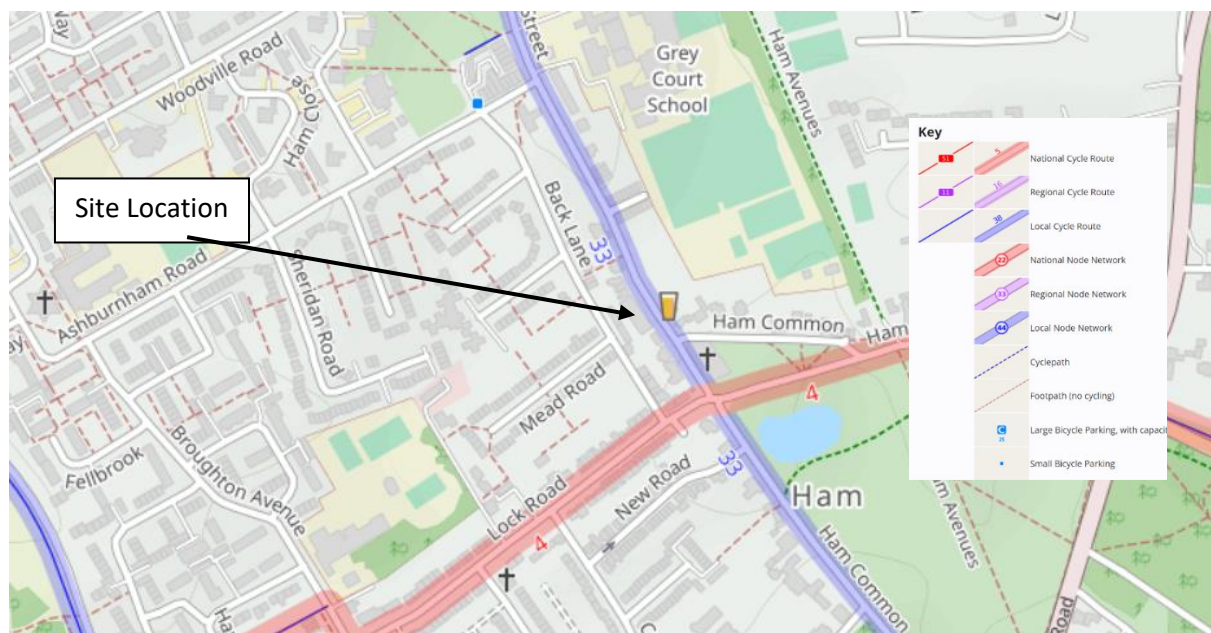


Figure 3.1: Cycle route map (Source: Opencyclemap.org)

3.2.3 Public Transport Facilities

The site is located adjacent to a bus stop Ashburnham Road. The bus routes serving this stop include service to North Sheen. The stop provides essential local bus service route 371. Buses arrive every 5-15 minutes and TfL and a variety of other local bus operators operate the services.

Twickenham Train Station is located approximately 1.7 mile north-west of the site, which corresponds to approximately a 17 minutes' cycling time or 40 minutes' walking time. This station links Central London to West London.

3.2.4 Parking Facilities

There is on-street parking outside of the site (opposite side of the road). Some the local on-street parking areas are restricted by a mixture of permit only parking and pay & display short term parking, as the site is situated in a CPZ area, also there are first come first served parking spots opposite the site along the road. A parking survey was undertaken by ACGL in July 2023 and is reported on in the parking report by ACGL (August 2023).

3.2.5 Local Car Clubs

The closest local car club space (which is fixed-point / round-trip car space i.e. where you need to bring the car back to the same space) is operated by Cars Club Traders Limited, Phoenix Distribution Car, Unit 66 Phoenix Way, Hounslow TW5 9NB, which is 6.2 miles away or a 9-minute walk to the north-east.

4 Proposed Development

4.1 Proposed Development

The proposed development is for the redevelopment / refurbishment of the existing derelict pub into a children's nursery.

There will be 49 children at the nursery from babies up to 4 years old. The gross floor area is 227sqm. The nursery will be built over two floors - ground and first floor.

The development will be car-free.

A pedestrian access to the nursery will be provided from Ham Street, which will also cater for cyclists.

4.2 Cycle Parking Provision

The development will provide adequate cycle parking in line with the minimum standards. A bicycle shelter will be provided for staff and a separate one for parents/carers of the children.

5 Travel Plan Objectives and Targets

5.1 Travel Plan Objectives

The ultimate objective this STP seeks to achieve is to facilitate the movement of the staff and parents/carers of the children to and from the nursery through the promotion of more sustainable methods of transport. This is in accordance with the broader goals of the LBR transport objectives.

The objectives of the STP are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) targets so that progress towards achieving them can be measured. They will be modified once baseline travel surveys have been conducted and tailored as appropriate. The objectives are provided below:

- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- To increase the use of alternative modes of transport to the single-occupancy private car, including walking, cycling and public transport use;
- To reduce traffic-related air pollution associated with the development within the area surrounding the site; and
- To reduce congestion and traffic impacts associated with the development on roads within the local area, therefore also improving road safety.

5.2 Travel Plan Targets

The principal Travel Plan target over a five-year period is to reduce the number of car trips (excluding motorcycles). It is often the case that Travel Plan targets are based on measures derived from the analysis of current travel patterns.

Since this nursery is yet to be constructed and operational, this is not possible. Considering this, final targets cannot be set until the nursery is occupied and staff and parent/carer travel patterns are monitored through surveys.

The trip generation and parking report, prepared by Aval Consulting Group (August 2023) set out the proposed / forecast trips that are expected to be generated by the nursery over the whole day. This data was based on travel surveys of similar sites.

Initial mode share targets are based on these results. The 49no.pupils at the nursery are expected to generate 8 vehicle trips in the AM peak and 6 vehicle trips in the PM peak, but over the course of the day (7am-7pm), 35no. vehicles are expected to arrive. This is likely to be drop-off or pick-ups for staff and parent/carers.

The 49no.pupils at the nursery are expected to generate around 11 pedestrian movements in the AM peak and 6 pedestrian movements in the PM peak.

In terms of cycling, the scheme is expected to generate around 3 cyclist movements in the AM peak.

Initial targets based on the trip generation are as follows:

Table 5.1 Initial Targets

Method of Transport	Based on Trip Generation Prediction	Year 1	Year 3
Vehicle (car)	47%	40%	35%
Walk and Public Transport	50%	55%	58%
Cycle	3%	5%	7%

Staff and parents/carers will be encouraged to either walk, cycle or use public transport to promote sustainable methods of transportation.

6 Travel Plan Measures and Action Plan

6.1 Introduction

The following key sustainable transport strategies are recommended to keep single-occupancy use of the private car down and eventually within the targets of the Travel Plan. These strategies are also required to meet the objectives of the Travel Plan. It is proposed that a combination of strategies are adopted within this TP for the development which include:

- Walking Strategy;
- Cycling Strategy;
- Public Transport Strategy; and
- Promotional/Marketing Strategy.

6.2 Strategy Details

Each strategy encompasses a range of measures which will be acceptable and effective at the site to reduce dependency on the private car and encourage changes in travel behaviour. Efforts to implement the measures would be concentrated in the initial period post completion and then maintained to enable behaviour change from the start, as opposed to gradual implementation.

The measures include both 'hard measures' i.e. infrastructure on and around the site that will help to achieve the travel plan objectives and targets and 'soft measures' to encourage behavioural change from car to sustainable travel e.g. bus timetable information and maps of cycle routes etc. The measures are described in detail within Table 6.1 in this Chapter, alongside an action plan showing how the measures will be delivered and communicated to staff; timescales and responsibilities. Each measure also includes short, medium and long-term actions and an estimated level of cost, which have been rated low, medium or high.

The developer will be responsible for ensuring initial measures are in place prior to occupation of the units; the Travel Plan Coordinator (TPC) will then assume the role of reviewing and updating the target and action plan and introducing new measures as appropriate in the future.

Table 6.1 Travel Plan Measures and Action Plan

Proposed Measure	Description	Timescale	Responsibility	Costs to Implement
WALKING STRATEGY				
Promotion of Health & Fitness	Raising staff and parents/carers awareness of the health benefits associated with regular walking. Undertake specific awareness activities with that in mind and present posters and leaflets on site containing factual information about the health benefits of walking. This measure is most effective when factual statements and examples are used to catch people's attention e.g. according to the Health Education Authority, 'Walking briskly for half an hour a day can halve the risk of heart disease'.	On occupation and on-going	Travel Plan Coordinator	Low
Develop a Pedestrian Route Map	Provision of a pedestrian route map to help staff and parents/carers plan their routes to and from the site, and to nearby facilities. This will include locations of pedestrian crossings.	On occupation	Travel Plan Coordinator	Low
CYCLING STRATEGY				
Provide Secure Cycle Parking On Site	The development is proposing cycle parking spaces for staff and parents/carers.	Implemented when site is built	Developer	(Included within Scheme)

Develop a Cycle Route Map	Provision of a cycle route map showing staff and parents/carers local cycle routes and facilities for cycling to and from the site.	On occupation	Travel Plan Coordinator	Low
PUBLIC TRANSPORT				
Providing Public Transport Route Maps and Timetables	Making up-to-date timetables and route maps for buses and trains available to staff and parents/carers at travel information points.	On occupation	Travel Plan Coordinator	Low
PROMOTIONAL / MARKETING STRATEGY				
Welcome Packs	Provision of travel welcome packs to staff, which outline sustainable travel options to and from the site. They will also identify nearby facilities in place for walking and using public transport to access the site and will contain the maps which were discussed in various other strategies proposed in this Chapter. Travel packs are also an effective way of communicating the benefits of using sustainable methods of transport.	On occupation	Travel Plan Coordinator	Low

7 Delivery, Management, Monitoring and Review

7.1 Introduction

The following sections describe the next steps that would occur towards implementation.

7.2 Travel Plan Management

Management, review and monitoring of the TP are essential aspects in ensuring that objectives and targets are being met and measures are being implemented, and in taking remedial action where necessary. It is usual that the onus for TP management and monitoring is placed on the developer.

7.3 Travel Plan Coordinator

The Travel Plan Coordinator (TPC) will be appointed prior to occupation. They will play a key role in ensuring the objectives and targets are being met and that the measures are being implemented, as set out in Chapter 6. They will also maintain commitment and support from staff and public by being the main point of contact for staff and public requiring information and raising campaigns to promote the Travel Plan and the measures within it. Although the individual is responsible for the day-to-day running and coordination of the TP initiatives, it will not be a full-time post.

7.4 Travel Plan Monitoring

Monitoring of Travel Plans is required to ensure compliance with the planning Conditions and Obligations. Monitoring is also an essential consideration in the implementation of this TP as the results determine what measures are successful and whether any new measures should be adopted and if the targets are being met. It also helps to set new objectives and targets in future.

The TP will be legally enforced by LBR. The Council will require a robust monitoring strategy to:

- Monitor progress in achieving the Travel Plan's SMART targets and identify refinements to be made to the plan if it is not on course for achieving what it set out to;
- Assess the effectiveness of the travel plan and specific measures implemented to encourage sustainable travel; and
- Assess whether further measures or targets need to come forward.

Following occupation of the development, a baseline survey will be undertaken within the first six months. The results of the survey will provide the travel patterns and will determine the future targets for years 1, 3 and 5.

The travel monitoring surveys that will be undertaken in interim years 1 (a year after the initial baseline survey) and 3 and year 5 will be undertaken in accordance to the Council's survey monitoring methodology.

The TPC will be responsible for ensuring the above travel surveys are undertaken and will report the results to the LBR. The results will feed into the TP monitoring and the TPC will use the results to establish whether mode share targets are being met and will set new targets for the following period. A review of measures will also be undertaken, as above to establish the most effective ones, and new measures which would be beneficial at the site will be suggested.

If at years 3 and 5 the targets are not being achieved, then the TPC may require additional surveys and data collection to ascertain how best the travel patterns could be influenced so as to achieve the required targets.

Monitoring reports will be prepared for the LBR within 3 months of the completion of surveys. The monitoring data can provide the LBR with data to inform their annual monitoring reports.

8 Securing and Review

8.1 Funding the Travel Plan

Woodward Nursery School will need to ensure that suitable funding is provided to make sure measures can be implemented and that ongoing monitoring and review can take place in accordance with that set out in this TP.

8.2 Reviewing

If the monitoring and review process finds that the TP is under performing and targets are not being achieved, the TPC will need to arrange for a meeting with the LBR to discuss the issues and identify where improvements need to be made.

Appendix A : Proposed Site Layout Plan



(Source: Client)