



# Stag Brewery, Mortlake

## School Travel Plan

For Reselton Properties

March 2022



# The former Stag Brewery, Mortlake

## School Travel Plan

On behalf of **Reselton Properties Limited**

Project Ref: 38262/5501 | Rev: C | Date: March 2022

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## Document Control Sheet

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# 1 Introduction

## 1.1 Background

1.1.1 This Residential Travel Plan (RTP) has been prepared by Stantec on behalf of Reselton Properties Limited (“the Applicant”) in support of two linked planning applications (“the Applications”) for the comprehensive redevelopment of the former Stag Brewery Site in Mortlake (“the Site”) within the London Borough of Richmond upon Thames (LBRuT).

1.1.2 A summary of the Applications is set out below:

- **Application A** - “Hybrid application to include the demolition of existing buildings to allow for comprehensive phased redevelopment of the site:

Planning permission is sought in detail for works to the east side of Ship Lane which comprise:

- a) Demolition of existing buildings (except the Maltings and the façade of the Bottling Plant and former Hotel), walls, associated structures, site clearance and groundworks.
- b) Alterations and extensions to existing buildings and erection of buildings varying in height from 3 to 9 storeys plus a basement of one to two storeys below ground.
- c) Residential apartments
- d) Flexible use floorspace for:
  - i. Retail, financial and professional services, café/restaurant and drinking establishment uses
  - ii. Offices
  - iii. Non-residential institutions and community use
  - iv. Boathouse
- e) Hotel / public house with accommodation
- f) Cinema
- g) Offices
- h) New pedestrian, vehicle and cycle accesses and internal routes, and associated highway works
- i) Provision of on-site cycle, vehicle and servicing parking at surface and basement level
- j) Provision of public open space, amenity and play space and landscaping
- k) Flood defence and towpath works
- l) Installation of plant and energy equipment

Planning permission is also sought in outline with all matters reserved for works to the west of Ship Lane which comprise:

- a) The erection of a single storey basement and buildings varying in height from 3 to 8 storeys
- b) Residential development
- c) Provision of on-site cycle, vehicle and servicing parking
- d) Provision of public open space, amenity and play space and landscaping
- e) New pedestrian, vehicle and cycle accesses and internal routes, and associated highways works”

- **Application B** - “Detailed planning permission for the erection of a three-storey building to provide a new secondary school with sixth form; sports pitch with floodlighting, external MUGA and play space; and associated external works including landscaping, car and cycle parking, new access routes and other associated works”

- 1.1.3 Together, Applications A and B described above comprise the 'Proposed Development'.
- 1.1.4 In addition to this TA, the Planning Application is accompanied by a Framework Delivery & Servicing Plan, Waste Management Plan, Car Park Management Plan and Travel Plans, which should be read in conjunction with this document.

## 1.2 Planning History

- 1.2.1 The current applications follow earlier planning applications which were refused by the Greater London Authority and the GLA. The refused applications were for:
- **Application A** – hybrid planning application for comprehensive mixed-use redevelopment of the former Stag Brewery site consisting of:
    - Land to the east of Ship Lane applied for in detail (referred to as 'Development Area 1' throughout); and
    - Land to the west of Ship Lane (excluding the school) applied for in outline (referred to as 'Development Area 2' throughout).
  - **Application B** – detailed planning application for the school (on land to the west of Ship Lane).
  - **Application C** – detailed planning application for highways and landscape works at Chalkers Corner.
- 1.2.2 The LBRuT (the Council) resolved to grant planning permission for Applications A and B but refuse Application C.
- 1.2.3 Following the LBRuT's resolution to approve the Applications A and B, the Mayor called-in the Applications and became the determining authority. The Mayor's reasons for calling in the Applications were set out in his Stage II letter (dated 4 May 2020) but specifically related to concerns regarding what he considered was a low percentage of affordable housing being proposed for the Site and the need to secure a highways solution for the scheme following the LBRuT's refusal of Application C.
- 1.2.4 Working with the Mayor's team, the Applicant sought to meaningfully respond to the Mayor's concerns on the Applications. A summary of the revisions to the scheme made and submitted to the GLA in July 2020 is as follows:
- Increase in residential unit provision from up to 813 units to up to 1,250 units;
  - Increase in affordable housing provision from (up to) 17%, to 30%;
  - Increase in height for some buildings of up to three storeys;
  - Change to the layout of Blocks 18 and 19, conversion of Block 20 from a terrace row of housing to two four storey buildings;
  - Reduction in the size of the western basement, resulting in an overall car parking spaces reduction of 186 spaces and introduction of an additional basement storey under Block 1;
  - Internal layout changes and removal of the nursing home and assisted living in Development Area 2;
  - Landscaping amendments, including canopy removal of four trees on the north west corner of the Site; and



- 1.2.4
  - Alternative options to Chalkers Corner, in order to mitigate traffic impacts through works to highway land only and allow the withdrawal of Application C.
- 1.2.5 The application was amended to reflect these changes.
- 1.2.6 Notwithstanding this, and despite GLA officers recommending approval, the Mayor refused the applications in August 2021.
- 1.2.7 The Mayor's reasons for refusal in respect of Application A were:
  - height, bulk and mass, which would result in an unduly obtrusive and discordant form of development in this 'arcadian' setting which would be harmful to the townscape, character and appearance of the surrounding area;
  - heritage impact. The proposals, by reason of its height, scale, bulk and massing would result in less than substantial harm to the significance of several listed buildings and conservation areas in the vicinity. The Mayor considered that the less than substantial harm was not clearly and convincingly outweighed by the public benefits, including Affordable Housing, that the proposals would deliver;
  - neighbouring amenity issues. The proposal, by reason of the excessive bulk, scale and siting of Building 20 and 21 in close proximity to the rear of neighbouring residential properties in Parliament Mews and the rear gardens of properties on Thames Bank, would result in an unacceptable overbearing an unneighbourly impact, including direct overlooking of private amenity spaces. The measures in the Design Code would not sufficiently mitigate these impacts; and
  - no section 106 agreement in place.
- 1.2.8 Application B was also refused because it is intrinsically linked with Application A and therefore could not be bought forward in isolation.

### The Proposed New Scheme

- 1.2.9 This 3rd iteration of the scheme seeks to respond directly to the Mayors reasons for refusal and in doing so also addresses number of the concerns raised by the LBRuT.
- 1.2.10 The amendments can be summarised as follows:
  - A revised energy strategy is proposed in order to address the London Plan (2021) requirements;
  - Several residential blocks have been reduced in height to better respond to the listed buildings along the Thames riverfront and to respect the setting of the Maltings building, identified as a Building of Townscape Merit (BTM) by the LBRuT;
  - Reconfiguration of layout of Buildings 20 and 21 has been undertaken to provide lower rise buildings to better respond to the listed buildings along the Thames riverfront; and
  - Chalkers Corner light highways mitigation works.
- 1.2.11 The school proposals (submitted under 'Application B') are unchanged. The Applicant acknowledges LBRuT's identified need for a secondary school at the Site and the applications continue to support the delivery of a school. It is expected that the principles to be agreed under the draft Community Use Agreement (CUA) will be the same as those associated with the refused school application (LBRuT ref: 18/0548/FUL, GLA ref: GLA/4172a/07)..

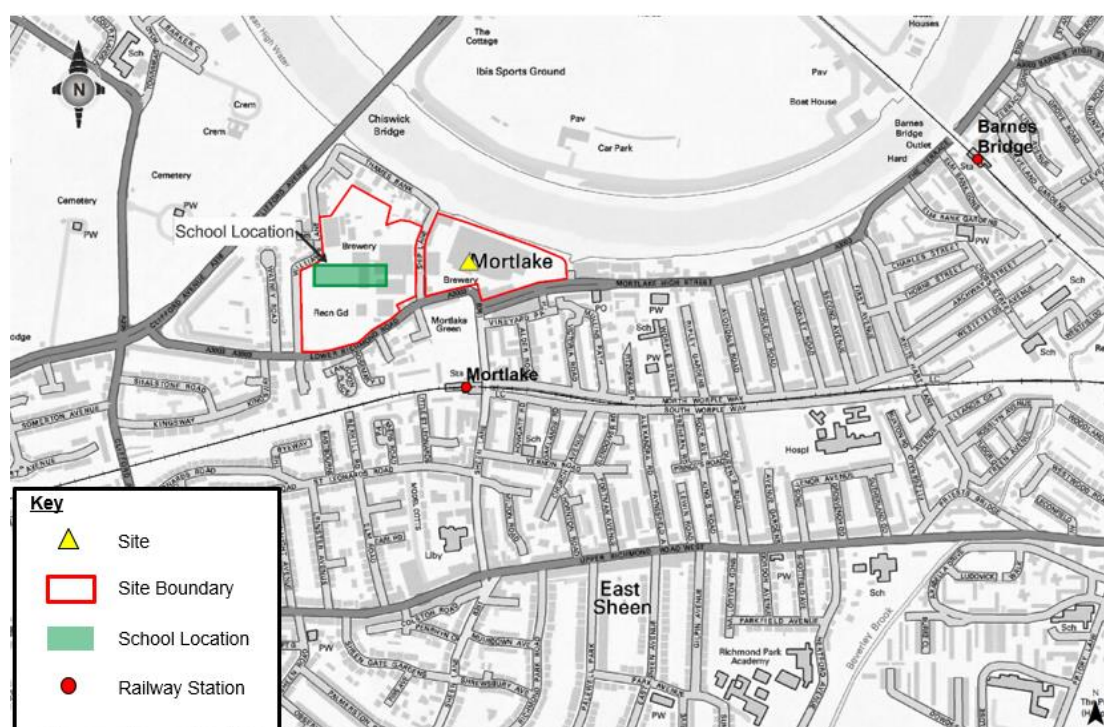
1.2.12 Overall, it is considered that together, the Applications respond successfully to the concerns raised by the GLA which also reflect some of the concerns raised by stakeholders in respect of the previous schemes and during pre-application discussions on the revised Proposed Development. As a result, it is considered that the scheme now represents a balanced development that delivers the principle LBRuT objectives from the Site.

### 1.3 Site Location

1.3.1 The Site is bounded by the River Thames to the north, the A3003 Lower Richmond Road / Mortlake High Street to the south and Williams Lane to the west, with Ship Lane running north-south through the centre of the Site.

1.3.2 Figure 1-1 below shows the Site location in a local context.

Figure 1-1: Site Location Plan



### 1.4 Development Proposals

1.4.1 The proposed secondary school is located on part of the Site previously occupied by the Stag Brewery. The buildings and associated yards and sports ground are still present and in use but the brewery itself ceased operation in December 2015.

1.4.2 The overall new development is to be a residential led mixed-use development, with local facilities for the people living in Mortlake. The educational land use will be a six-form entry secondary school, including sixth form college, consisting of approximately 1200 pupils. On the remainder of the Site a total of up to 1,092 residential units together with a mix of local retail, restaurants and bars, office space, a hotel, a community centre, and leisure including a cinema.

### 1.5 Requirement of a Travel Plan

1.5.1 This STP is written in accordance with the Transport for London's (TfL's) Travel Planning Guidance (online), which requires all school developments to have a travel plan.

- 1.5.2 The STP will be entirely separate to the Site Wide Travel Plan (SWTP) that has been drawn up and which will apply to the remainder of the proposed development on the former brewery site.

## 1.6 Travel Plan Context

- 1.6.1 This STP aims to promote sustainable travel behaviour amongst pupils, staff and visitors to the school. It is considered to be a 'live document'; therefore, not only will it be actively promoted amongst the pupils, staff and visitors but reviewed and revised over time, post occupation.
- 1.6.2 This Travel Plan outlines the principles and potential targets and objectives that would be expected to be embodied within the final STP plan taken forward by The School and Education Authority in future. The detailed STP will need to be agreed with the Planning Authority before first occupation of the new school.

## 1.7 Report Structure

- 1.7.1 This STP is based on the current TfL guidance and has been prepared in accordance with the relevant local best practice travel planning guidance.
- 1.7.2 This STP is prepared with the following structure:
- **Chapter 2** outlines site accessibility and the existing travel situation;
  - **Chapter 3** briefly summarises the existing national, regional and local planning policy that informs the writing of this STP;
  - **Chapter 4** presents the development proposals;
  - **Chapter 5** outlines objectives and targets;
  - **Chapter 6** discusses the delivery of the STP objectives;
  - **Chapter 7** provides the STP measures and action plan; and
  - **Chapter 8** summarises plans and timescales for STP monitoring and review.

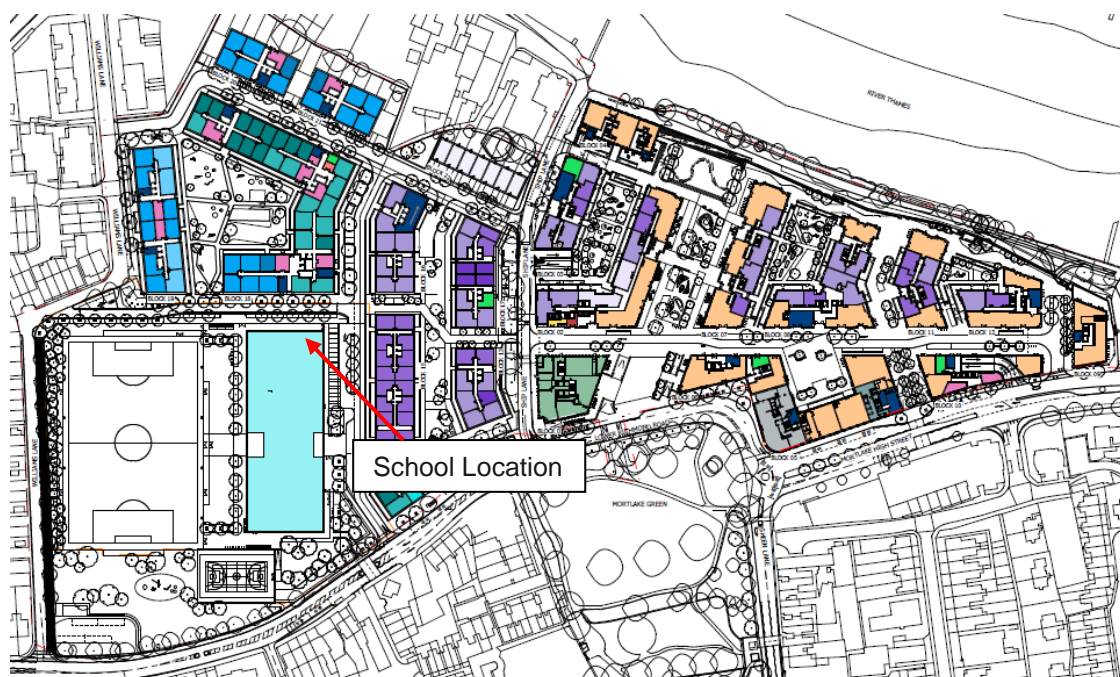
## 2 Site Assessment

### 2.1 Introduction

2.1.1 This chapter describes the existing transport conditions on and around the site with a particular focus on the school (western) side of the development. The existing transport context has been examined to ensure that the transport options available to those travelling to the Site are identified.

2.1.2 Figure 2-1 identifies the site of the school within the overall brewery site.

Figure 2-1: Location of School within the site (illustrative masterplan)



### 2.2 Existing Pedestrian and Cyclists Provision

#### Pedestrian Network

2.2.1 Footways are provided on both sides of the carriageway for most roads in the surrounding area with the main exceptions being Ship Lane, Thames Bank, Williams Lane and the corner of Mortlake Green. The majority of footways within the area are over 2 metres in width and are well lit and maintained. The exceptions to this are Ship Lane, Sheen Lane in the lead up to the level crossing and over the crossing, Williams Lane and at the pinch point near the mini roundabout at the northern end of Sheen Lane, where there are variable footways along the length of these links with some footways being less than 2 metres.

2.2.2 Additionally, there are several footpaths through Mortlake Green which are approximately 2 metres in width. These footways are well maintained and act as a recreational asset as well as providing links between Lower Richmond Road and Mortlake Station. Lighting within Mortlake Green is provided although it is not to the standard provided on footways adjacent to the carriageway.

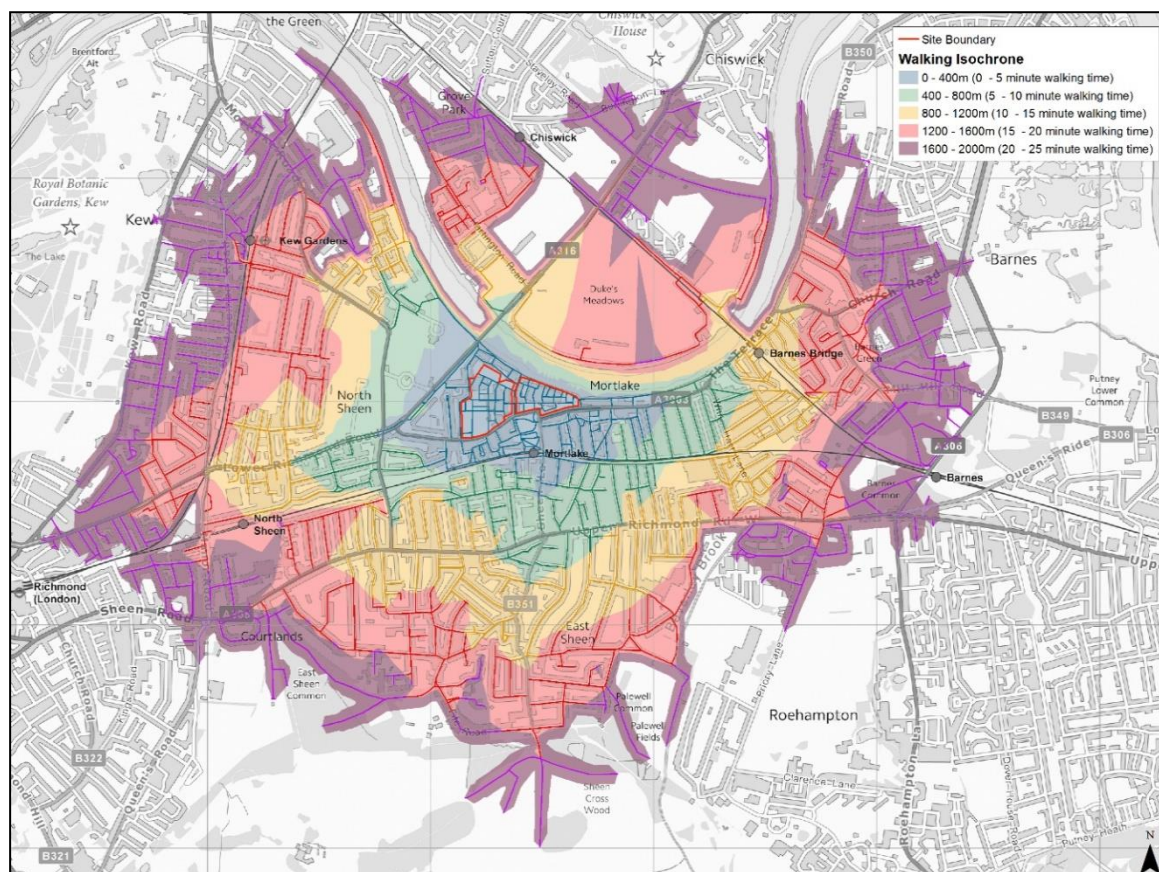
2.2.3 Several formal pedestrian crossings are located in the area. There are two zebra crossings on Sheen Lane, approximately 70 metres to the north of the crossing and about 120 metres to the

south. There are currently no formal crossings on Mortlake High Street in the immediate vicinity of the Site, the closest is a zebra crossing approximately 140 metres to the west of the Site. There is an existing signalised pedestrian/cycle crossing on Lower Richmond Road just to the east of the Ship Lane junction which provides access between Ship Lane and the northern entrance to Mortlake Green. There is also an existing zebra crossing just to the west of the junction with Williams Lane. Additional signal-controlled crossings are then located at the Chalkers Corner junction as well as at the Sheen Lane/South Circular junction.

2.2.4 The Thames Path is located to the north of the site between the site boundary and the River Thames. This provides an unlit path along the south bank of the river leading towards Kew to the west and Barnes to the east. The footway is a mixture of unpaved and cobbled surfaces.

2.2.5 Figure 2-2 provides a plan showing typical walking distances from the centre of the Site in the form of walk isochrones. This shows that both Mortlake (0-5 mins) and Barnes Bridge (10-15 mins) stations are within an easy walking distance of the site as well as the retail/restaurant facilities along the Upper Richmond Road (5-10 mins).

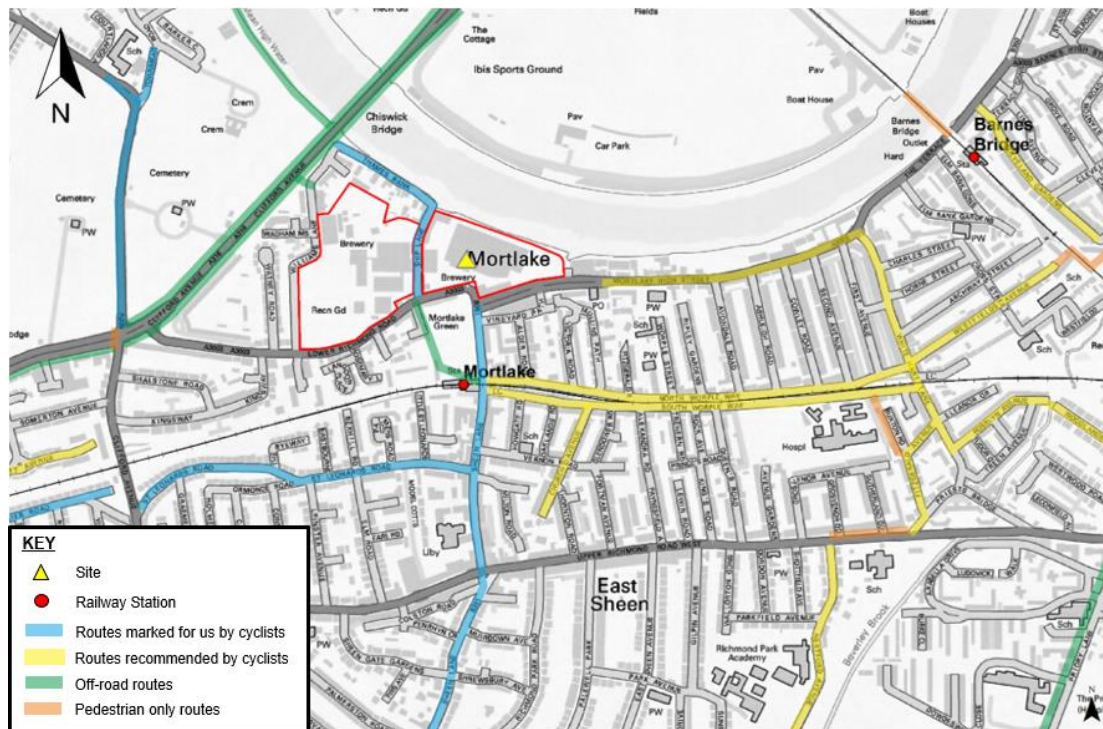
Figure 2-2: Walking Isochrones



## Cycle Network

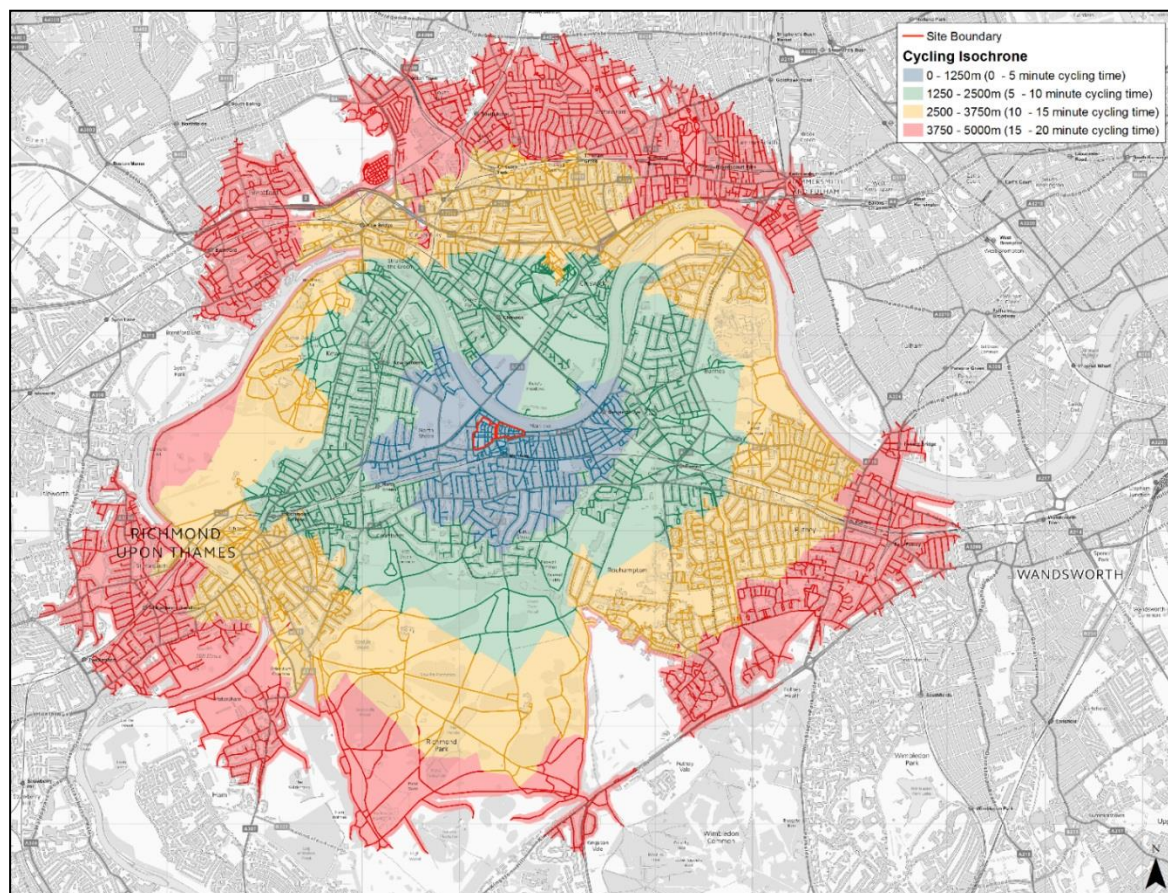
2.2.6 Figure 2-3 shows that cycle facilities in the area can be found on the A316 corridor including both Lower Richmond Road (west of Chalkers Corner) and Clifford Avenue (east of Chalkers Corner). A two-way cycle path runs intermittently on both sides of the carriageway over Chiswick Bridge towards Chalkers Corner and then further southwest along the Lower Richmond Road towards Richmond.

Figure 2-3: Local Cycle Routes (Source: TfL Local Cycling Guides)



- 2.2.7 Other routes towards Richmond are also signed and described by TfL’s local cycling guide as along a mixture of quiet or busier roads. This includes a route via St Leonards Road, Lambert Avenue, Manor Grove, Townsend Terrace and Kings Road or using Tangier Road and the busier Sheen Road between Denehurst Gardens and Church Street.
- 2.2.8 A series of more local cycle routes are available to both the north and south of the proposed development. To the north there is an off-road cycle path that forms part of the Thames Path that runs along both the northern and southern banks of the River Thames. On the southern bank of the River Thames this provides a link between Barnes Bridge to the east and towards Kew Bridge to the west.
- 2.2.9 The existing north-south route through the site on Ship Lane connects the Thames Path (west of Chiswick Bridge) to the LCN Route 4. The route, which is marked as either an off-road path or along quiet or busier roads, runs along the River Thames (to the north west of the site) then through the development along Ship Lane and Mortlake Green. The route then divides with an east-west connection via South Worpole Way towards the White Hart Lane Level Crossing or continues north-south along the busier Sheen Lane into Richmond Park.
- 2.2.10 Connections beyond Barnes Station towards Hammersmith use the busier Lonsdale Road although there is an option at the Gerard Road junction to connect to the Thames Path and a traffic free route towards Hammersmith Bridge and beyond. Hammersmith Bridge is currently closed to vehicle traffic but still open for cyclists and pedestrians.
- 2.2.11 Figure 2.4 shows cycle journey times through cycle isochrones from the development site. This shows that numerous destinations are reachable within a maximum of a 20-minute cycle. Richmond, Chiswick, Hammersmith and Putney are all shown to be reachable within this time period as well as Richmond Park also being within this range.

Figure 2-4: Cycle Isochrones



## 2.3 Existing Public Transport Network

### Bus Services

2.3.1 The nearest bus stop to the Site is located on Lower Richmond Road on the southern boundary of the Site. This bus stop is served by Routes 419, 533 and N22:

- Route 419 provides a service between Roehampton and Richmond Station, which operates along the Mortlake High Street and Lower Richmond Road corridor and which serves the site from stops located along the Site frontage. This provides a daily service with a frequency of about 4 buses per hour on weekdays and Saturdays and two buses an hour on Sundays;
- Route 533 has been introduced as a temporary service due to the temporary Hammersmith Bridge closure to serve both sides of Hammersmith Bridge by operating via Chiswick Bridge. Notably TfL are closely monitoring the situation to ensure that bus networks are fully utilised and meeting the demand of their passengers, and;
- The N22, which operates past the site from Oxford Circus to Twickenham.

2.3.2 In addition to these services, a number of other services can be accessed from the Site but are beyond the recommended walking distance. These include the following:

- The western part of the site, and in particular the northwest corner, is also located close to the 190 bus service that operates along Clifford Avenue and which links Richmond with

West Brompton, via Hammersmith. This also runs to a frequency of about 4 buses per hour on weekdays and Saturdays and 3 buses an hour on Sundays.

- The 209 service is easily accessible from the eastern part of the Site. Due to the temporary Hammersmith Bridge Closure his service currently terminates at Castelnau (on the southside of the river). The 209 provides a very high frequency service to Hammersmith, via Barnes; and
- The R68 provides a service between Kew Bridge and Richmond via the Kew Riverside Retail Park. The nearest stops are at Chalkers Corner only about a 400 metre walk from the south west corner of the Site at the southern end of Williams Lane but about 670 metres walk from the southern end of Ship Lane;
- A number of bus services (33, 337 and 493) can be accessed from stops on the South Circular, but these stops are at least a 600-metre walk from the Site. The R33 provides a similar service to the closer 419 but the 337 and 493 provide access to alternative destinations to the southeast of the site. The 337 provides access to Putney and Clapham Common, whilst the 493 provides access to Southfields, Wimbledon and St Georges Hospital.

2.3.3 Table 2-1 provides further details for these services.

Table 2-1: Local Bus Routes and Weekday/Weekend Frequencies

Bus No	Route	Closest Bus Stop to the Development	Weekday Bus Wait Times (mins) (07:00-19:00)
419	Norley Vale -George Street	Ship Lane/ Stag Brewery (N/Z)	10-14
209	Castelnau/ Lonsdale Road – Mortlake Bus Station	Avondale Road (X) Mortlake Bus Station (P)	15
190	George Street – Empress State Bldg/ W Brompton Stn	Thames Bank (R/J)	15
533	Castelnau/ Lonsdale Road – Hammersmith Bus Station	Ship Lane/ Stag Brewery (N/Z)	10-13
378	Mortlake Bus Station – Putney Bridge Station/ Gonville Street	Avondale Road (X) Mortlake Bus Station (P)	7-11
R68	Kew Retail Park – Hampton Court Railway Station	Chalker’s Corner (F)	15
33	Fulwell Station – Castelnau/ Lonsdale Road	East Sheen (C/D)	4-9
337	Northcote Road - Richmond	East Sheen (C/D)	9-13
493	St George’s/University of London – Richmond/Manor Road	East Sheen (C/D)	10-14

## National Rail

2.3.4 The closest railway station to the site is Mortlake Rail Station, which is approximately 300m walking distance (4-minute walk) from the site boundary, with Barnes Bridge Station providing



an alternative station approximately 1,200m away. There are train services to London Waterloo, Wimbledon and Chiswick with each of these services running approximately every half an hour from Mortlake. In the morning peak hour (08:00-09:00) there are 8 trains to London Waterloo, 6 to Wimbledon and 5 to Chiswick.

2.3.5 These services from Mortlake Rail Station also provide good connectivity to the wider strategic network via interchange at Clapham Junction where users can access services to London Victoria, other Southern Rail destinations across London and the London Overground. Various London Underground Lines can also be accessed from Richmond, Putney, Vauxhall and Waterloo. Table 2-2 details the journey times to potential destinations and the corresponding interchanges.

Table 2-2: Rail Journey times from Mortlake Station

Destination	Interchange	Journey Time
Richmond	District Line	4 mins
Putney	District Line (500m)	6 mins
Clapham Junction	National Rail and London Overground	12 mins
Vauxhall	Victoria Line	18 mins
London Waterloo	Northern Line, Bakerloo Line, Jubilee Line and Waterloo and City Lines	23 mins

2.3.6 In terms of parking provision, Mortlake Rail Station, offers 11 car parking spaces and one additional accessible space.

2.3.7 Barnes Bridge Rail Station, located approximately 950 from the site, is serviced by an average total of 8 trains per hour, 4 of which are direct to London Waterloo which allows users to access the London Underground. Of the remaining 4 services, 2 trains are to Waterloo via the Hounslow Loop and 2 trains are to Weybridge.

## London Underground

2.3.8 The closest London Underground service from the Site is the District Line at Kew Gardens station and the District Line also serves Richmond station. It is likely that most people would access this service at Richmond, either by using the rail service to Richmond from Mortlake or by taking the 419 bus service. The walking distance to Kew from the western end of the site is approximately 1.56 kilometres but the R68 service (nearest stops being within a 400m walk of the site) also provides access to this station.

## 2.4 Public Transport Accessibility

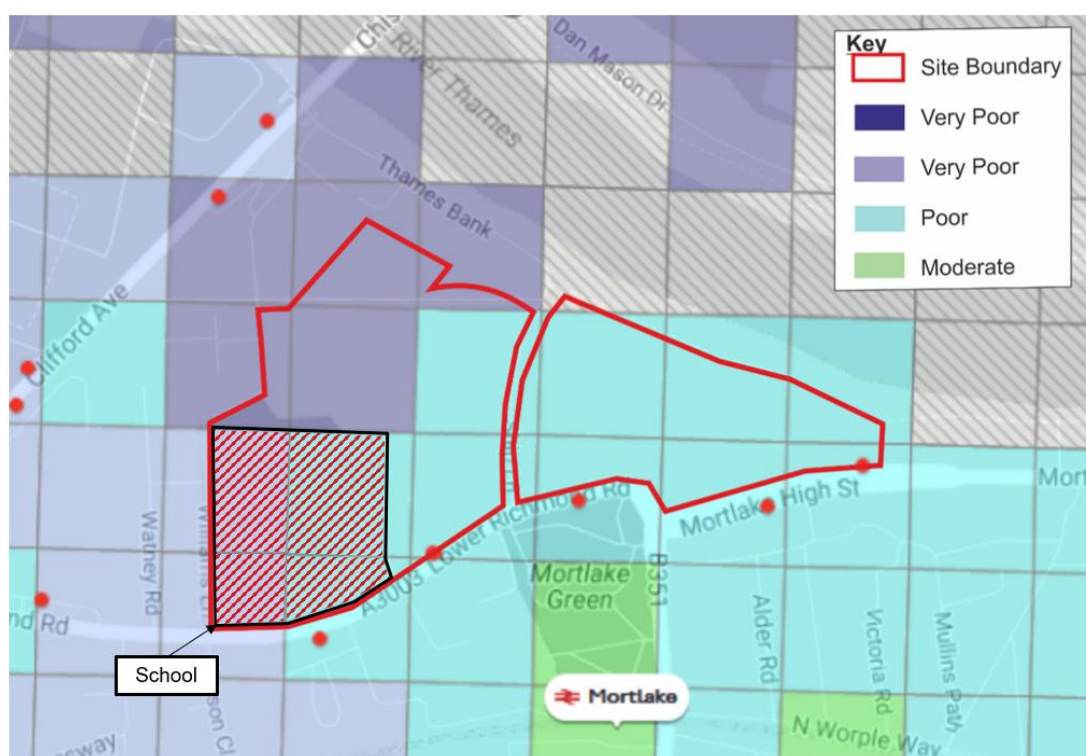
2.4.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a specified point within a development site to the public transport network, taking into account walk access times and service frequency. The method is essentially a way of measuring the density of the public transport network at a particular point. PTAL scores can range from 1a to 6b, where a score of 1 indicates a “very poor” level of accessibility and 6 indicates “excellent” accessibility.

2.4.2 Figure 2-5 provides a copy of the TfL (WebCAT) plan showing the existing PTAL for the local area. This shows that whilst the majority of the Site has a PTAL rating of 2 a significant part of the area in the northwest corner has a lower rating of 1. In practice it has been acknowledged

by TfL that the rating in the north-west corner is incorrect as it ignores the bus services that operate along Clifford Avenue. If these services are taken into account, then the existing PTAL for the Site improves slightly with virtually the whole Site falling within the PTAL 2 category.

- 2.4.3 A PTAL rating of 2 still represents a 'poor' level of accessibility to public transport services. In reality though, as demonstrated earlier in the chapter, the public transport accessibility can be considered to be much better. PTAL does not take into account the wide variety of locations that can be easily accessed from the Site and the interchange facilities available which provide easy access to the wider strategic network serving London and the wider Southeast Region. The rail services from Mortlake provide for easy access to a very extensive area through interchange at Clapham Junction, Richmond, Victoria or Waterloo whilst the various bus services that serve the area provide links to a very extensive area of London and again provide access to a number of important strategic interchanges, including Hammersmith.

Figure 2-5: PTAL of the Existing Site (Source: TfL WebCAT Toolkit)



## 2.5 Summary

- 2.5.1 Based on the above despite the low PTAL level it demonstrates the proximity of a number of sustainable modes of transport to the development and highlights how through furthering the use of these modes, the STP will be able to reduce the need to travel by car.

## 3 Policy Review

### 3.1 Overview

3.1.1 This chapter provides a review of the current national, regional and local planning transport policy relevant to the Stag Brewery Development. The following policy documents are the documents that make up the review of the national, regional and local policies:

- National Planning Policy Framework (NPPF), July 2021.
- National Planning Practice Guidance (PPG), 2019.
- The London Plan, March 2021.
- Mayor's Transport Strategy, March 2018.
- Strategic Cycling Analysis - Identifying future cycling demand in London, 2017.
- London Borough of Richmond upon Thames Local Plan, July 2018
- Stag Brewery, Mortlake Supplementary Planning Document, 2011

### 3.2 National Planning Policy

#### National Planning Policy Framework (NPPF), July 2021

3.2.1 The National Planning Policy Framework (NPPF) was first published in 2012. Since then, there have been two iterations, with the latest NPPF adopted in July 2021. The presumption in favour of sustainable development remains the core objective of the NPPF (Paragraph 11 states that "*Plans and decisions should apply a presumption in favour of sustainable development.*") The NPPF seeks to facilitate sustainable development. In respect of transport, paragraph 104 of the NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

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

3.2.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality

public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles.
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

**3.2.3** The NPPF stresses the importance of providing a Travel Plan for all developments that generate significant amounts of movement.

### **National Planning Practice Guidance (PPG)**

3.2.4 The PPG, first published in March 2014 by the Department for Communities and Local Government, supports the policies outlined within the NPPF.

3.2.5 The guidance relevant to Transport is the 'Travel Plans, Transport Assessments and Statements in decision-taking'. The guidance defines Travel Plans, Transport Assessments and Transport Statements and lays out how these are related to each other, why they are important and what should be considered when preparing a TP, TA and TS.

3.2.6 Paragraphs 9 and 13 of the PPG state "*All developments that will generate significant amounts of movement should be required to provide a travel plan*", and the application "*should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*".

## **3.3 Regional Planning Policy**

### **The London Plan, March 2021**

3.3.1 The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set within the London Plan are to provide an appropriate spatial strategy that plans growth within London in a sustainable way.

3.3.2 Chapter 10 of the plan sets out the policies in relation to Transport, the core aim of which is to reduce the dependency on cars and encourage increased uptake of sustainable and active modes of travel, in particular walking and cycling. An emphasis is placed on the requirement to shift away from car use, in turn supporting sustainable growth of the city.

### **Mayor's Transport Strategy, March 2018**

3.3.3 The Mayor's Transport Strategy, adopted in March 2018, sets out the Transport policies for up to 2041, with a strong emphasis placed on reducing car dependency and improving cycling / walking, improving public transport interchanges, providing better information to travellers and delivery of affordable, reliable and safe transport network.

3.3.4 One core aim within the Strategy is for 80% of all trips in London to be made by foot, cycle or using public transport by 2041. This places an emphasis to ensure new developments are

providing the adequate infrastructure to support walking and cycling trips, in the form of improvements to public realm, or high-quality cycle parking spaces and within proximity to public transport networks.

- 3.3.5 The MTS places an emphasis on healthy streets and promoting sustainable travel, with three main themes comprising of:
- Healthy streets and healthy people.
  - A good public transport experience.
  - New homes and jobs.
- 3.3.6 'Healthy streets and healthy people' is about creating streets and routes that encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. Streets and neighbourhoods should be designed to make them pleasant places, with walking and cycling prioritised. Road danger will be reduced to help make people feel safer and more comfortable when walking and cycling. A shift away from car use will be pursued to help London's streets work more efficiently and reduce congestion.
- 3.3.7 'A good public transport experience' ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle and enables a shift from private car which could reduce the number of vehicles on London's streets. The whole journey will be made more attractive, including the station experience and onward journeys.
- 3.3.8 'New homes and jobs' is about ensuring that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

## 3.4 Local Planning Policy

### London Borough of Richmond upon Thames Local Plan, 2018

- 3.4.1 The London Borough of Richmond upon Thames Local Plan, adopted in July 2018, sets out policies and guidance to develop the borough over the next 15 years up to 2033. This document identifies how places within the borough will change, or be protected from change, over the set period.
- 3.4.2 The LBRuT Local Plan was adopted in July 2018. This local plan suggests travel plans are to be supplied with all major transport assessments.
- 3.4.3 Policy LP 44 - Sustainable Travel Choices of the Local Plan states that the Council will work in partnership to promote safe, sustainable and accessible transport solutions. In terms of walking and Cycling the Council "*will 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*"
- 3.4.4 Furthermore, this policy states that new developments should "maximise opportunities to provide safe and convenient access to public transport services".
- 3.4.5 Paragraph 11.14 states that developments should "encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges".

- 3.4.6 Within the Local Plan, the Stag Brewery Site is listed as Site Allocation 24. This mentions the need to follow the planning brief for the site issued in 2011 and sets out the requirements for the site.

### **Stag Brewery, Mortlake Supplementary Planning Document, 2011**

- 3.4.7 The supplementary planning brief for the Stag Brewery Site is set out to provide guidance for the development and what it should contain and represent. The brief also demonstrates the opportunities and constraints surrounding the proposed development and confirms that there will be a requirement to provide a “Green Travel Plan” to support the development.
- 3.4.8 The Brief stresses the importance of creating new pedestrian routes and of improving cycle provision both within the site and linking to existing routes in the area. Improved pedestrian links across the Lower Richmond Road and Mortlake High Street and along Sheen Lane are particularly important to link the existing communities to the River and to ensure new residents can access existing shops, services and community facilities and the Station. It states that the principles of sustainable transport should be considered.

## **3.5 Summary**

- 3.5.1 Both LBRuT and GLA policies require the provision of a travel plan to support new developments. This travel plan has been drawn up in accordance with the travel plan guidance set out on TfL’s website in line with the London Plan (2021).

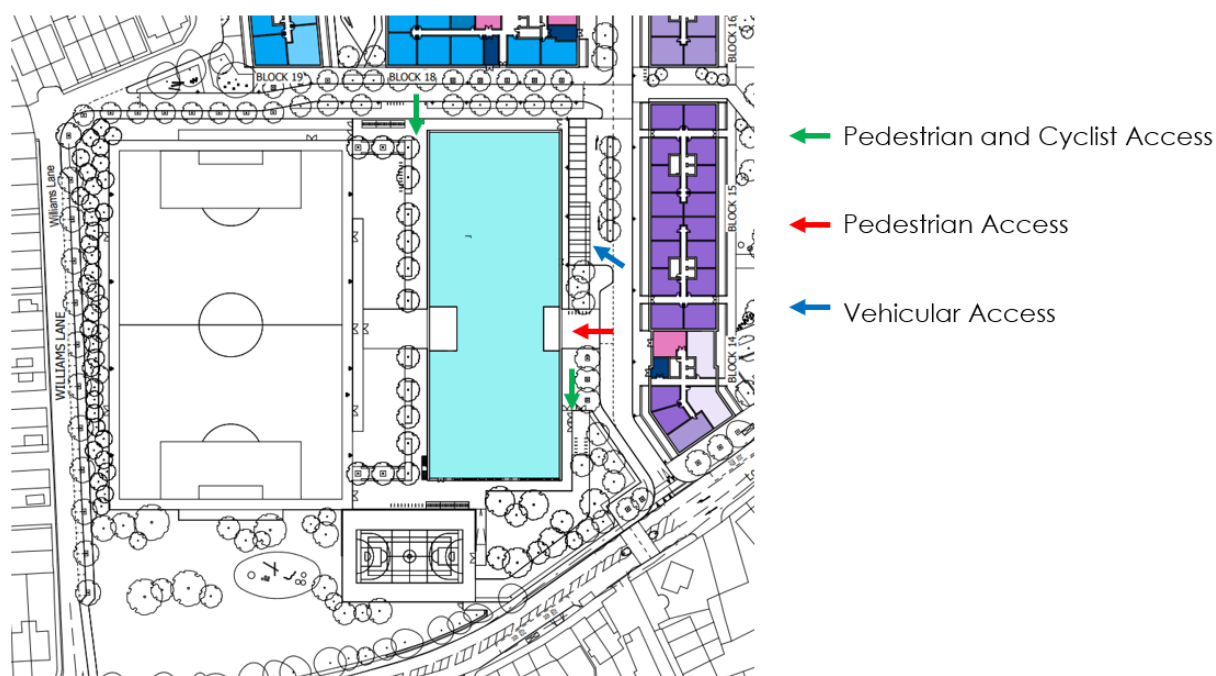
## 4 Development Proposals

- 4.1.1 The secondary school will occupy part of the former Stag Brewery site in Mortlake to the west of Ship Lane.
- 4.1.2 The school will be a new six-form entry secondary school catering for approximately 1,200 pupils, including a sixth form college, with a floor area of approximately 9,319 m<sup>2</sup>.

### 4.2 Access

- 4.2.1 The main access to the school from outside the development will be from new access road from Lower Richmond Road in the location of the current sports club access. This will serve as the main access for pedestrians/cyclists and vehicles and is shown in Figure 4-1 below.

Figure 4-1: School Access points



- 4.2.2 For vehicles this road will be the primary access as it leads to the 15 car parking spaces and delivery and servicing bays provided specifically for the school. Alternative routes are available for pedestrians and cyclists from Williams Lane, which in turn provides a link towards Chiswick Bridge and anyone walking or cycling from either Chiswick or Kew Gardens area.
- 4.2.3 Figures 4.2 and 4.3 show plans of key pedestrian and cycle routes into the development relevant to those accessing the school.

Figure 4-2: Proposed Pedestrian Routes

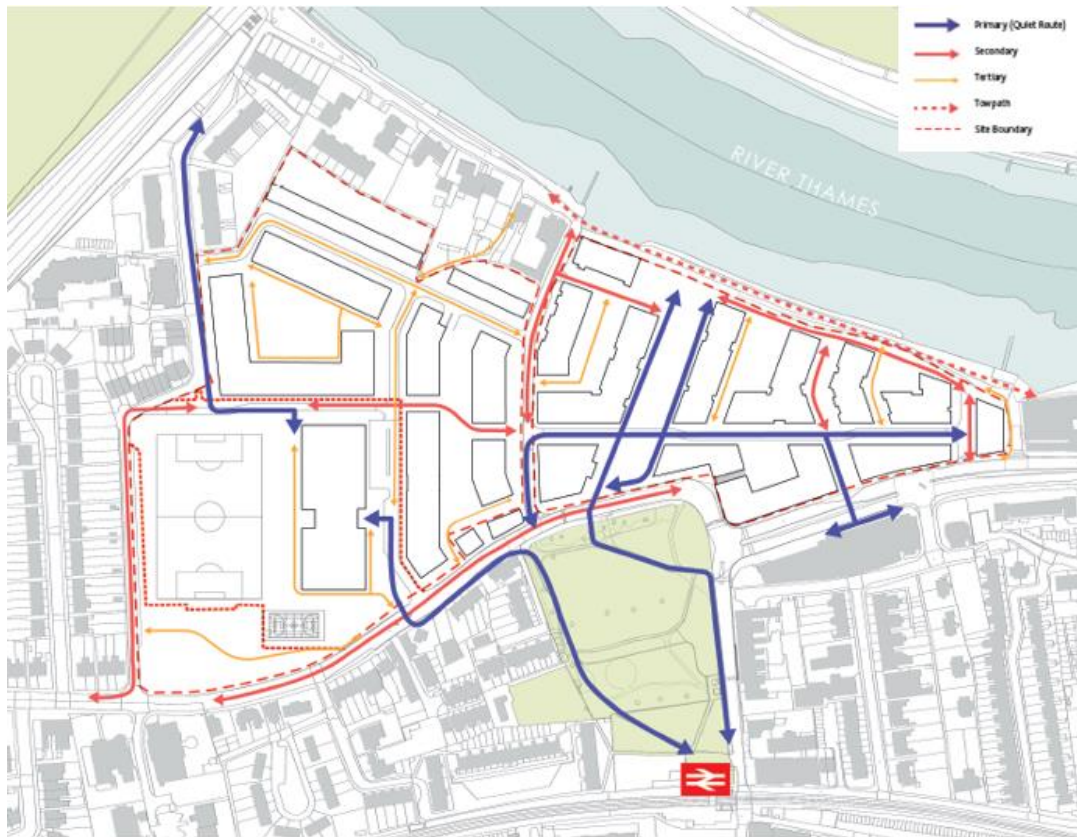
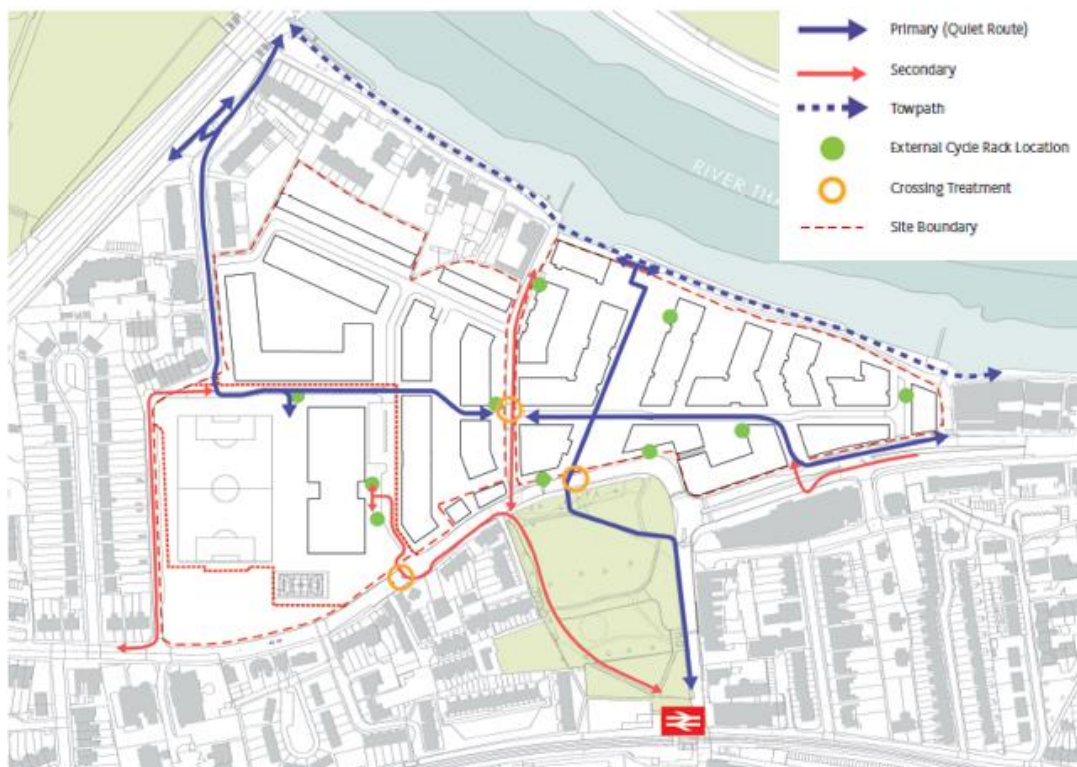


Figure 4-3: Proposed Cycle Routes





### 4.3 Parking Provision

- 4.3.1 Car parking for the school is to be located at surface level. A total of 15 parking spaces including 2 disabled spaces are being provided as shown in Figure 4.4 below. This number of spaces, which is below LBRuT's maximum standard which allows up to one space for every two members of staff, has been agreed by the Education Funding Authority (EFA) and will help to reduce the number of staff driving to and from the school.

Figure 4-4: School Car Parking Spaces



- 4.3.2 In addition, parents will be strongly advised against dropping off / picking up their children at the start and end of the school working day except in approved exceptional circumstances and so no formal parent drop off facility is provided. However, the design of the car park will allow limited drop off to occur and for vehicles to turn around and use the new school access to exit onto Lower Richmond Road.
- 4.3.3 Cycle Parking numbers will be provided in accordance with the London Plan Standards for cycle parking, as set out within the accompanying Transport Assessment. There will be a mixture of parking types provided from more secure long term parking spaces to short term street side cycle parking spaces for visitors and users of facilities such as the retail or restaurants.

## 5 Objectives and Targets

5.1.1 This section sets out the overarching Objectives and Targets of the TP for the School. As this is a draft Travel Plan for use by the school, the objectives and targets are recommendations, with actual targets to be agreed when the travel plan is taken over by the School and Education Authority

5.1.2 The objectives are supported by a set of quantified SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imed) Targets so that progress towards achieving them can be measured.

### 5.2 Objectives

5.2.1 The objective of this STP is:

*To encourage the use of sustainable transport by all staff, pupils and visitors to the school.*

5.2.2 To support the realisation of this overarching objective, the following sub-objectives have been set out:

- Increase awareness of the STP and its constituent measures;
- Encourage greater use of sustainable transport modes, particularly cycling and walking;
- Influence the travel behaviour of students and staff to the development; and
- Improve the health of students and staff and minimise the development impacts on the surrounding environment, particularly when the site is located adjacent to the river.

5.2.3 Details on how the STP will deliver these objectives are provided in Chapter Six.

### 5.3 Targets

5.3.1 Initial mode share targets have been identified based upon the trip rates set out within the TA. Separate mode share targets are identified for pupils and staff. The initial rates for pupils reflect the travel plan data for other similar schools provided by LBRuT. For teachers the initial mode share reflects the 2011 journey to work for the Richmond upon Thames 003 area.

5.3.2 TRICS-compliant surveys are suggested to be conducted three months into occupation of the site. The Targets presented in this section are based on the trip generation presented in the Transport Assessment and should be updated when monitoring surveys for the fully occupied school are conducted.

5.3.3 The school mode share targets for pupils are set out in Table 5-1. The indicative baseline mode share presented in Table 5.1 is derived from existing school travel plan data. The data collected three-months into occupation will then be used as a baseline target.

5.3.4 The main target is to encourage pupils to travel to the development by sustainable modes of transport, including walking and cycling, thereby minimising car journeys to and from the school.

5.3.5 The targets will be reviewed once the TRICS travel survey of the staff/pupils is completed. The baseline data from the surveys will provide a better understanding about what is achievable and what measures best suit the site.

Table 5-1: Proposed Development Pupil Mode Split Targets

<b>Mode</b>	<b>Baseline Mode Share</b>	<b>3<sup>rd</sup> year target</b>	<b>5<sup>th</sup> year target</b>
Car Driver	0%	0%	0%
Car Passenger	13%	8%	5%
Bus	45%	43.5%	41%
Train	6%	6.5%	7%
Walk	32%	37%	41%
Cycle	2%	5%	6%
Other	2%	0%	0%

5.3.6 Table 5-2 below demonstrates the same data but for Staff. This has been taken from the Non-Residential Journey to Work Data for the Richmond upon Thames 003 area but adjusted to reflect the low level of parking proposed for the school.

Table 5-2: Proposed Development Staff Mode Split Targets

<b>Mode</b>	<b>Baseline Mode Share</b>	<b>3<sup>rd</sup> year target</b>	<b>5<sup>th</sup> year target</b>
Car Driver	15%	13%	10%
Car Passenger	3%	2%	1%
Bus	15%	13%	11%
Train	38%	36%	34%
Walk	19%	23%	28%
Cycle	9%	12%	15%

## **6 Delivering the Travel Plan Objectives**

### **6.1 Introduction**

- 6.1.1 This section explains how this STP will be taken forward to successfully achieve its Objectives and Targets.

### **6.2 Travel Plan Delivery**

#### **Securing and Funding**

- 6.2.1 It is envisaged that this STP will be secured through the Section 106 Agreement. The School will then fund the future monitoring and development of this STP.

#### **Management**

- 6.2.2 The success of the STP is dependent upon effective management combined with clearly defined roles.
- 6.2.3 The School and the Travel Plan Co-ordinator (STPC) will manage the STP and will have responsibility for implementation and further development of this TP.
- 6.2.4 The proposed identity of the STPC at this stage of development is not known as school management will not be known until shortly before occupation. Once these positions are known and the draft travel plan converted to a live document, the appointed STPC will then be responsible for the management and further development of this TP. It is strongly advised that a Staff Steering Group is established to attend quarterly meetings with students and other relevant parties; this would provide a communicative platform for students and the school to ensure the TP is fulfilled.
- 6.2.5 Whilst the STP is completely separate from the travel plans applying to the remainder of the Stag development, the Stag FTP recognises that the school will be a major influence on travel conditions in the area and that, accordingly there will be significant advantages for the coordinators of the School and overall Stag Travel Plans to work closely together on an ongoing basis to coordinate travel planning across the area. To this end the STPC will be invited to attend the regular Stag Travel Plan Coordination Committee meetings.

### **6.3 Travel Plan Awareness**

- 6.3.1 The success of this Plan will be highly dependent upon the development and implementation of an effective marketing strategy which will be produced by the school. Once the STPC has been appointed, they will be responsible for the further development and implementation of the marketing strategy.
- 6.3.2 To increase awareness of the Travel Plan Objectives, new pupils and their parents will be given a Travel Welcome Pack together with ongoing advice through the school website and periodic Travel Plan updates. This will give information on the sustainable ways to travel around the area and the local services and facilities and reinforcement of the overriding message that, except in exceptional circumstances children should not be dropped off at school in a car by parents, nor should older sixth form children drive to school.

### **6.4 Encouraging Sustainable Travel**

- 6.4.1 Chapter Seven details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns e.g. greater use of cycling, walking, public transport, car

sharing or other non-single occupant car modes of travel. The emphasis is placed on providing a good level of accessibility to the site by all modes to ensure that those studying on and visiting the site have a range of travel options available to them. As well as public transport and walking and cycling this includes access to electric charging points and car clubs within the wider development.

## 6.5 Crossing The Railway Line

6.5.1 It is recognised that walking and cycling routes from the school across the railway line need to be carefully managed. The school will therefore liaise closely with both LBRuT and Network Rail to agree a suitable management regime to both minimise risks to children and any accompanying parents and to the wider public. Measures could include the following:

- Agreement on preferred routes;
- Potential presence of staff to monitor children's' behaviour at key locations; and
- An agreed educational programme.

6.5.2 These are proposed measures and when the school travel plan is taken over by the school there may need to be additions to these measures or adaptations to ensure they are both feasible and manageable. However, this travel plan recognises that there may be a need to be flexible in the approach and that there may be alternative or better options available to the school, although these measures have been suggested to recognise the importance of managing pupils crossing the railway.

## 7 Travel Plan Measures and Action Plan

- 7.1.1 This section details the measures that the school intends to implement at the site; and the likely measures that they will promote the use of sustainable transport modes and reduce car use.
- 7.1.2 An Action Plan is provided in Table 7.1. The main aim of the Action Plan is to identify individual initiatives that can assist the staff, visitors and pupils to reduce private vehicle journeys.
- 7.1.3 Table 7-1 sets out the benefits of various measures and the timescales for their implementation. They are grouped by measures that will meet the TP sub-objectives. Measures relating to servicing and deliveries are included within the separate Delivery and Servicing Plan as appended in the Transport Assessment.

### 7.2 Overview of Proposals to Encourage Sustainable Travel

- 7.2.1 As part of the overall Transport Strategy for the Stag development a number of key proposals will assist the promotion of travel by non-car modes to the school. These have been detailed within the Development proposals (Chapter 4) but are summarised as follows:
- Key pedestrian and cycle initiatives including a 20mph zone, additional crossings and links throughout the site. This will include a new east-west pedestrian cycle route through the Site providing direct access to the school and connecting with the wider network of pedestrian and cycle routes serving the wider area;
  - A Bus strategy, to improve the quality of the local bus services, most likely through the upgrading of the 419 service (Hammersmith to Richmond) with an improved frequency to be supplemented as necessary by school specific services dependent upon the school's catchment area.
- 7.2.2 In addition, the importance of putting in place a suitable education and enforcement regime to guide pupils regarding the use of pedestrian and cycle routes across the rail lines is recognised.

Table 7-1: Action Plan for Stag Brewery Secondary School

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
<b>Managing the on-going development and delivery of the Travel Plan with future Staff and Students</b>					
Adoption of the Travel Plan	Support and buy-in from the school will ensure that the TP is an active, living document	Encourage Students and Staff to adopt the travel plan	This will ensure future commitment to the development of the TP	On Occupation	The School
Travel Plan Coordinator	A Travel Plan Coordinator will be responsible for managing the on-going development, delivery and promotion of the Travel Plan	Appoint a STPC for the school	This will ensure that the Travel Plan is taken forward and results are delivered	Prior to Occupation	The School
Establish School Steering Group	The School Steering Group should include a range of Staff, Students and Parents from the school	Establish and work alongside the School Steering Group	Staff/pupils can share knowledge and coordinate the improvement of sustainable travel options	On Occupation	STPC
STPC to attend School Steering Group	Meetings with the School Steering Group will enable the discussion of site-wide issues and the exchange of TP progress/information between all site occupiers	Work with the STPC and School Steering Group to meet on a regular basis	This will ensure that key site-wide issues are addressed and TP progress/information is exchanged, also providing easy communication between the school and the local authority	On Occupation	The School
Establish Links with the wider Stag FTP Steering Group	Share information about travel initiatives potentially development new initiatives jointly	Attend Stag FTP Steering Group Meetings	Will provide a better coordinated approach to travel planning initiatives in the wider area	On occupation	STPC
<b>Increasing Awareness of the Travel Plan and its Objectives</b>					
Travel Information Packs	To provide Travel Plan Information Packs to each student both physically and electronically	To provide information on sustainable ways to travel around the area and the local	Students and parents can refer to the Travel Plan to make informed decisions on their travel choices.	On Occupation	The School

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
		services and facilities available on the site			
Publicise Travel Plan Success	Promote the Travel Plan and achievements made	Feedback to staff/pupils on progress against travel plan targets	Students will remain involved and aware of the Travel Plan, and will be more likely to continue mode shift and encourage others to do the same	Annually after the School is occupied	STPC
Provide travel information to prospective Students	Provide travel information in the school prospectus	Provide information on all modes in the school prospectus	Students will be well informed on their travel options before joining the school and may be encouraged to change previously established travel habits.	When the school is advertised to future pupils	STPC
<b>Encouraging greater use of sustainable transport modes, rather than the car</b>					
Cycle Facilities	The development will provide secure cycle parking and information on cycle routes and cycle facilities.	To provide secure cycle parking spaces. An information leaflet on cycle facilities available should be given to staff and students	Provision of cycle facilities will encourage staff and students to use bicycles as a mode of travel	With Development	The School
Pedestrian Facilities	Creating better pedestrian links to the wider area.	To develop good pedestrian links to the wider local area and public transport facilities.	Improved pedestrian links will encourage staff/pupils to walk instead of using a bus to reach local areas. The TP will highlight areas within a 5 and 15-minute walking radius.	Some of this will be a part of the redevelopment when it is completed	The School
Develop agreed safe routes to school (pedestrian and cycle)	Promote certain routes to and from the site to ensure pupils are using lit and appropriate routes	To improve safety of pupils on their way to and from the school	Greater uptake of walking and cycling due to increased safety and awareness	As part of the development	The School



Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Agree educational Programme with LBRuT/NR for use of railway crossings	Assemblies and Class discussions on based on railway safety to inform of the dangers of the level crossing.	To provide a greater understanding of the importance of using level crossings appropriately.	Pupils have a greater understanding of the risks and are more likely to seek alternative, safer routes	On Occupation	The School/NR
Public Transport Guides	Issuing information to staff/pupils on public transport options and journey planners.	Provide a guide detailing the available public transport routes in the area and how to access them.	Improved knowledge and ease of access to public transport will encourage staff and students to use it when possible.	On Occupation	The School
Provide suitable special school bus services	School specific buses to accommodate the additional bus trips within the AM and PM peaks	Buses to accommodate routes to areas of the school catchment with no specific bus route	Additional bus capacity without having to provide for all day services freeing up buses to be used elsewhere on the network	On occupation	The School/London Buses

## 8 Plans and Timescales for Travel Plan Monitoring and Review

### 8.1 Overview

- 8.1.1 The TP will be the responsibility of the education authority in coordination with the STPC. This STPC and the education authority will discuss funding to manage the future development of the TP, including the on-going monitoring and review. Initial surveys, monitoring and review of Targets will take place once the school has been occupied for six months. Revised targets may be proposed once the surveys have been reviewed and analysed.
- 8.1.2 The updated TP would then be submitted to the LBI for its agreement within one year of occupation of the site.
- 8.1.3 The TP will be regularly monitored and reviewed to ensure that the Plan reflects the changing requirements of the site, is up-to-date with travel planning options available and remains challenging.
- 8.1.4 Table 8-1 provides the plans and timescales for the monitoring and review of the TP.

Table 8-1: Plans and Timescales for Travel Plan Monitoring and Review

Action	Indicative Timescales
Baseline travel survey of all pupils and staff	6 months post occupation
Update of TP following baseline surveys	Following baseline travel surveys
School Steering Group meetings	Bi-annually
Update of travel information for students	Annually
Future school travel surveys	3 <sup>rd</sup> and 5 <sup>th</sup> year following baseline travel surveys

