

Application No. 23/0940/FUL

Barnes HGA Replacement of Old Shed Outbuilding

Construction of a new wooden shed to replace the old damaged existing shed in same location. Location: 76A Richmond Park Road, East Sheen, London, SW14 8LA

Travel Plan -



Project Overview

Introduction

This document provides details of measures and initiatives that will be implemented within the proposed Barnes Home Guard to promote sustainable travel modes as per the requirements of Local Plan for the London Borough of Richmond Upon Thames LP 44 and LP 45 .

A Travel Plan Co-ordinator (TPC) will be appointed by the BHGA Club committee to facilitate this Travel Plan and provide assistance to all future members.

This Travel Plan has been produced in accordance with planning conditions.

An Annual Monitoring Report will be prepared and submitted to the Club Committee. This will ensure a comprehensive approach to travel planning which will promote good practice for the Barnes Home Guard club.

The Barnes Home Guard Association (BGHA) acknowledge their wider responsibilities to encourage a sustainable development which will contribute to reducing road congestion within the East Sheen Area, specifically Richmond Park Road. In a wider sense the Travel Plan will also contribute in protecting the general environment.

Executive Summary

This Travel Plan seeks to encourage all future BHGA members who will be utilising the Barnes Home Guard at 76A Richmond Park Road, to use sustainable modes of travel.

It is considered to be a 'live document'; therefore, not only will it be actively promoted amongst the BHGA members but reviewed and revised over time and also post occupation of the site. This will ensure that the Travel plan is promoting relevant targets that are both suitable and appropriate for the Site, at all stages of the application.

In line with current guidance, sustainable transport measures have been incorporated as part of the approved site layout to encourage the uptake of sustainable modes of transport.

Car and cycle parking are to be provided in line with local standards and identified demand covered under a separate Planning condition.

This Travel Plan presents a range of measures aimed at influencing the choice for travel to the site, including:

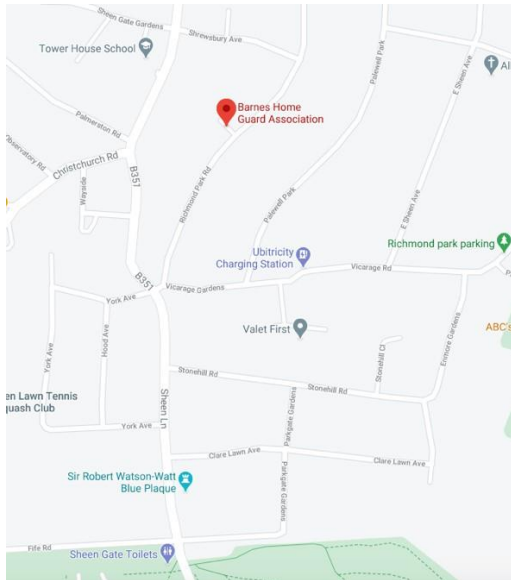
- Measures to promote walking and cycling
- Promotion of public transport, including provision of public transport timetable and route information
- Promotion for members to engage in on-site car share scheme;
- The Barnes Home Guard Association will notify the London Borough of Richmond Planning Council of the appointed club site Travel Plan Co-ordinator (TPC). This person will have responsibility for the implementation of the Travel Plan. (Details of the TP Co-ordinator can be found below in this document).
- The TPC shall produce an Action Plan and coordinate with the BHGA committee which will include an annual program to encourage club members to help meet the of measures designed within the Travel Plan

The appointed Travel Plan co-ordinator is:

Ian Philips - BHGA Membership number 218, currently residing at 83 Richmond Park Road, SW148JY

Site Location

- The Barnes Home Guard Association (BHGA) is located just off Richmond Park Road. It is situated around 300M from Richmond Park Sheen Gate entrance.



- The BHGA is a social club serving the local community, where members and their friends can meet in a friendly and comfortable environment while their children play safely outside. Many members live locally and walk or cycle to the club.
- 76A Richmond Park Road is fully enclosed by the rear fences and walls of the surrounding residential properties around the site.



1.1 Development Proposal

Construction of a replacement shed in the far-right hand corner of the property. The new shed building is a single-story simple rectangular timber framed building with timber portal frame beams at set dimensions along its length. The external walls will consist of horizontal timber cladding

The building will be used for private personal training sessions for Home Guard Members. The building will provide a safe and attractive venue for members all year round as well as contribute to the overall enjoyment and interest within the site and the local surrounding area.

Planning Policy Context

2.1 National Planning Policy

National Planning Policy Framework, 2012

2.2.1 The NPPF was published in 2012 with subsequent supporting guidance documents prepared in the National Planning Practice Guidance (NPPG), a live document initially published in 2014. The NPPF provides planning policy and the NPPG the guidance to aid its implementation.

2.2.2 The NPPG defines Travel Plans as “long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.”

2.2.3 Travel Plans, together with Transport Assessments, are used to assess and mitigate the negative transport impacts of the proposed development; and hence, to promote sustainable development. NPPG identifies Travel Plans as a key tool to identify opportunities for the effective promotion and delivery of sustainable transport. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Local Planning Policies - Richmond LP44 & LP45

The Council will:

A. Location of development

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

B. Walking and cycling

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

C. Public transport

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

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

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.

F. Taxis and private hire vehicles

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

The Council's aim is to minimise the impacts of development, including in relation to congestion and air pollution. Transport has a significant impact on air quality in the borough, with many areas

experiencing levels of pollution above national set target levels. Consequently the entire borough is designated an Air Quality Management Area. This policy, together with the policy on Parking Standards and Servicing, support the achievement of the Air Quality Management Objectives.

Location of development

2.3.1 The usual measure of accessibility is the Public Transport Accessibility Level (PTAL), which takes account of the accessibility of a location to public transport, in six broad bands, with level 6 being the most accessible. Whilst in general higher PTALs are achieved in areas with good rail/tube connections, in this borough it is recognised that bus links also contribute to levels of accessibility. Future improvements to accessibility will also be relevant. These include planned changes by Transport for London (TfL), the Council, rail or bus companies or improvements which could be either provided as part of a new development or funded by developer contributions. To be taken into account there will need to be certainty that future improvements will be implemented in time to serve the development and would be sustainable in the longer-term.

2.3.2 High trip generating development includes larger offices, shopping and leisure facilities as well as mixed use and higher density residential schemes, where a large number of trips are generated each day. As a starting point, areas with a PTAL score of 5 or higher are considered to be appropriate locations for high trip generating development.

2.3.3 The Council will use a site's current PTAL as a starting point, but also consider the highway capacity, the proximity of cycle and walking routes as well as future improvements when evaluating development proposals.

Walking, cycling and public transport

2.3.4 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. Civic spaces and public realm should be accessible and inclusive. A good walking environment 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.

2.3.5 Cycling and walking contributes significantly towards creating an attractive and pleasant environment. New development should include all the facilities needed to encourage a safe walking and cycling environment from first occupation. The minimum cycle parking standards are set out in policy LP 45 in [11.2 'Parking Standards and Servicing'](#).

2.3.6 Developments should be integrated into the surrounding community and existing local routes, and provide for improvements to accessibility for all. There are many footpaths, Public Rights of Way and cycle routes in the borough that new development should not compromise, and opportunities to improve them should be taken wherever possible. For this reason, in line with policy LP 1 in [4.1 'Local Character and Design Quality'](#), gated developments will not be permitted.

2.3.7 The Council promotes the creation of a safe network for pedestrians and cyclists. Management of other users including speed restrictions, sufficient widths, segregation where appropriate and well designed and positioned crossing facilities can reduce conflict between users. Well designed paths, natural surveillance, appropriate levels of lighting and other security measures and good levels of maintenance can improve actual and perceived security. The Council's Public Space Design Guide includes advice with respect to the amenity of the pedestrian environment. The London Cycle

Design Standards sets out requirements and advice for cycle network planning and for the design of dedicated cycle infrastructure, cycle-friendly streets and cycle parking.

2.3.8 The Council will ensure that there is signage and way marking of the three strategic walking routes identified in the London Plan, which run through the borough – the Thames Path National Trail, the Capital Ring and the London Loop, and other promoted route, such as the River Crane Walk and Beverley Brook Walk, which together form a network of leisure routes which most residents can reach.

2.3.9 Proposals that improve transport links within or between the borough and other areas will be encouraged. This could refer to physical proposals and improvements such as a new bridge or path; improving existing links such as creating a new gate into a park; or increasing the use of an existing link such as the promotion of a route as a travel option.

The road network

2.3.10 All planning applications for major developments must be accompanied by a Transport Assessment, or for minor developments a Transport Statement. This may include Travel Plans, Delivery and Servicing Plans and Construction and Logistic Plans. Matters to be included are set out in the London Plan, the latest Department for Transport as well as Transport for London guidance, the Council's Local Validation Checklist and will also be included in a forthcoming SPD on Sustainable Transport Choices, which is being developed by the Council.

2.3.11 Developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning. Existing schools and large employers will also be encouraged to produce travel plans for their sites to help encourage sustainable travel.

2.4 Parking Standards and Servicing

2.4.1 The borough has high levels of car ownership and use within fairly densely developed residential areas with some narrow streets and many older houses without off-street parking. This has led to high levels of on-street parking, worsened in areas where there is a demand for commuter parking. The standards set are maximum parking levels and car parking provision should not be at a level less than these standards, unless an exceptional circumstance is demonstrated. The approach aims to ensure that sufficient on-site car parking is provided to meet the needs of the occupiers of the new development, but also to ensure that excessive on-street parking demand is not created which could have an adverse impact on local highway/traffic conditions, street scene and impacts on making the best use of land.

2.4.2 This policy covers the parking standards for new developments of all types. Parking must be sensitively located and designed and suitably landscaped to minimise visual intrusion and disturbance. To maintain sufficient parking space within new developments, the parking provision will be expected to be legally tied to the development that it serves. In areas controlled by a Community Parking Zone, occupiers of new residential developments may not be eligible for resident or visitor on-street parking permits where existing levels of on-street parking are very high. This restriction would be secured by excluding the address from the schedule of streets in the relevant road traffic order that created or creates the Controlled Parking Zone in which the property is situated, by restricting under section 106 of the Town and Country Planning Act 1990 the disposal of an interest in relevant properties unless a person disposing advises the person acquiring of the non-availability of residents or business on-street parking permits and/or through Section 16 of the Greater London Council (General Powers) Act 1974 (or any statute revoking or re-enacting that Act).

2.4.3 Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity. In general, it is expected that in PTAL areas of 0-3 the standards should be met. In PTAL areas of 4-6, parking provision at a level lower than the standard may be appropriate where this can be demonstrated as acceptable, taking account of local characteristics, availability of sustainable modes of travel and public transport provision, and availability of on-street parking spaces.

2.4.4 Within the main centres, further expansion of car parking (particularly within Richmond and Twickenham) will be limited, and other policies will be used to help maintain viability and vitality of the centres. In East Sheen and Whitton, where public parking is relatively limited, the loss of off-street parking will be resisted, especially in relation to large supermarkets and pub or hotel developments.

2.4.5 Car share facilities and car clubs will be encouraged, but these may not obviate the need for adequate off street parking provision. Charging facilities for electric vehicles will have to be provided in line with the standards set out in the London Plan, which requires 20% active provision (i.e., fully installed from the outset) plus 20% passive provision (i.e. cabling provided for easier future installation of charging equipment) in residential developments, and 10% active provision plus 10% passive provision in all other developments.

2.4.6 The majority of the borough's businesses and other organisations require regular servicing and deliveries to their site(s). However, it must be recognised that whilst these vehicles provide a vital service, they can also be a cause of congestion, safety and environmental concerns if not properly managed through a variety of mechanisms. Such premises often neighbour residential properties and a balance needs to be achieved between enabling businesses to receive the goods and services they need and protecting residential amenity. A range of techniques and facilities can be used as tools in minimising any negative impacts from freight and servicing.

Objectives & Benefits

2.5.4 Objective

This section of the Travel Plan sets out the objectives of the sustainable transport strategy of the site.

In line with national and local guidance, the headline aims of the plan are as follows:

- To reduce the number of single occupancy car journeys; and
- To improve accessibility to the site by non-car modes of transport.

The plan will have the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide BHGA club members with options for travel to/from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst BHGA club members and visitors;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

2.5.5 Benefits

A Travel Plan has a range of benefits for future BHGA Club Membership and visitors, as well as the existing local community and surrounding environment, as set out below:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;

- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environments as vehicular movements are minimised and parking pressures are reduced.

Travel Plan Co-Ordinator

3.1 In order to assist with the implementation of the Travel Plan, Barnes HGA will appoint a TPC (travel plan Co-ordinator) when the development is first marketed. This person will have responsibility for the overall implementation of the Travel Plan and will have an overarching role in guiding and co-ordinating the initiatives contained within this document.

3.2 The duties of the TPC will begin prior to the first occupation and continue for the duration of the life of the BHGA.

3.3 The TPC will seek to engage with BHGA members and staff about the Travel Plan and inform them of the results of surveys on a regular basis so that they are involved in the travel plan process. Meetings will be arranged and communication via new letters sent out to the BHGA members to advise and discuss targets, progress and proposed travel initiatives.

3.4 The appointed travel plan co-ordinator will be a member of the BHGA Club committee. Currently the appointed TCP is Ian Philips, residing at 83 Richmond Park Road, SW148J and currently serving as the BHGA club membership secretary. If this changes, we will update the travel plan.

Travel Plan Targets

4.1 Travel Plan Targets

4.1.1 In order to set appropriate targets, analysis of the multimodal split of the local area has been undertaken utilising the 2011 Census Data – Method of Travel to Work dataset. The Richmond upon Thames 004 MSOA (Middle Super Output Area) has been used and the table below summarises the Census data.

	Richmond upon Thames 004	Richmond upon Thames	England
Method of Travel to Work	% working	% working	% working
Work Mainly at or From Home	8.0%	8.9%	5.4%
Underground, Metro, Light Rail, Tram	21.6%	10.7%	4.1%
Train	17.9%	21.9%	5.3%
Bus, Minibus or Coach	7.5%	7.6%	7.5%
Taxi	0.2%	0.2%	0.5%
Motorcycle, Scooter or Moped	1.6%	1.7%	0.8%
Driving a Car or Van	26.8%	32.5%	57.0%
Passenger in a Car or Van	1.2%	1.4%	5.0%
Bicycle	5.9%	6.1%	3.0%
On Foot	8.6%	8.2%	10.7%
Other Method of Travel to Work	0.8%	0.7%	0.6%

Table 4.2.1 – Census Data – Method of Travel to Work

4.1.2 From the information in the table above it can be seen that travel by public transport is the most popular with 47.0% of workers in Richmond upon Thames 004 MSOA choosing to travel by bus, train or underground/light rail.

4.1.3 Assuming that the car/van passengers are travelling with a driver in the same area, it can be estimated that 25.6% of journeys to work are carried out as a single car/van occupant (26.8-1.2%).

4.1.4 14.5% of journeys to work are by active modes and 8.0% of residence work at, or mainly from, home.

4.1.5 With regards to setting targets, typically, travel plans primarily seek to reduce single occupancy car journeys. To use the club facilities in any capacity, you must be a member of the club. The personal training studio is not accessible to the public. The same club members who were traveling to the club (walking, cycling, driving) to attend an event or use the club facilities before the personal training studio was constructed, are the same members now using the studio.

4.1.6 It is considered that an appropriate target would be to encourage for all club membership to shift from public passenger transport modes to 'active' travel modes such as walking and cycling. This will help to ease congestion on the local highway network together with the added associated environmental benefits.

4.1.7 The initial target will therefore aim to achieve is a further 25% of travel by 'active' modes of transport, walking and cycling, within 5 years for Staff and similar 10% of travel by 'active' modes for club members. We aim to achieve approximately 10% more when compared against local travel patterns.

4.1.8 It is considered that the above interim target based will be refined once the site is occupied and further the baseline travel surveys have been undertaken.

4.1.9 The effectiveness of the initial measures contained within this Travel Plan will be

annually monitored and reviewed for a minimum period of 5 years by the Travel plan co-ordinator, who is a member of the club management committee. This will allow the travel plan to evolve to meet the needs of future BHGA Club members and staff and increases the likelihood that the modal shift targets are met.

4.1.10 It is considered that raising awareness of the Travel Plan increases the likelihood of a successful change in travel behaviour. This will be achieved by providing a Travel Information Pack, an example of which is contained at Appendix E, to each unit which clearly sets out the measures and initiatives contained within the Travel Plan.

Travel Plan Measures

4.2 Overview

4.2.1 This section of the report considers the accessibility of the development by the following modes of transport.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail and tube;
- Car sharing;
- Car clubs;
- Disabilities

4.2.2 To encourage BHGA club members and staff to travel to and from the site via sustainable modes, it is particularly important that they are made aware of the transport options that are available and of aspects of the site's infrastructure that have been designed to assist and encourage their use. This will be carried out by the provision of promotional literature such as the Travel Information Pack shared digitally in monthly newsletters. There is a possibility of providing details of sustainable travel options for BHGA club membership and staff using the BGHA Club websites and notice boards will be investigated.

4.2.3 It should also be noted that the BHGA club is a member's club with a bar serving alcohol, therefore most member attending a function / event or use of the facilities attend by walking or cycling. It should be further highlighted as can be seen in the survey data in the appendix, over 80% of club members live locally within a 2mile radius from the club. Therefore, walking or cycling is generally the chosen method of transport or share lifts (ride share) or taxi when attending or leaving function.

Accessibility by Foot

4.3.1 Walking is the most important mode of transport in the local level and can replace short car trips in journeys under 2km, which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

4.3.2 Walking stimulates both personal health and the health of communities and local

economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

4.3.3 In relation to acceptable walking distances, Manual for Streets is the latest national guidance on the design of residential roads and offers the following guidance in Section 4.4 “The walkable neighbourhood”.

4.3.4 “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which BHGA club members may access comfortably on foot which the BHGA club is luckily to have an abundantly stocked high road within 800m walk.

However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance.” It is noted that PPS 13 has been superseded by NPPF but the general guidance offered in Manual for Streets is considered relevant.

4.3.5 The IHT publication “Providing for Journeys on Foot” also identifies suggested acceptable walking distances for commuting, school and sight-seeing as follows with times based on a walking speed of 1.4m/s.

Desirable 500m 6 minutes

Acceptable 1000m 12 minutes

Preferred maximum 2000m 24 minutes

4.3.6 Within a 500m walking distance of the site there are bus stops on Richmond Park Road, Upper Richmond Road, Mortlake Train Station, a variety of high street shops & many coffee and other eateries.

4.3.7 Within 1 - 2km there is several High Schools, North Road Surgery, East Sheen Tennis & Squash Club, Richmond Town Centre with various amenities and facilities, Richmond Station.

4.3.8 The IHT publication “Guidelines for Planning for Public Transport in Developments” identifies maximum walking distances to bus stops as 400m, with 300m desirable. The PTAL assessment takes into account bus stops within 640m. The bus stops on Manor Road are located approximately 170-180m from the site therefore within the desired walking distances. Bus stops on Lower Mortlake Road and Lower Richmond Road are located approximately 300-390m from the site therefore within acceptable walking distances.

As mentioned in summary for travel plan measures the BHGA club membership (over 80%) and staff live locally within a 2mile radius from the club.

Initiatives

4.3.9 The Travel plan co-ordinator (who is a member of the BHGA Club Committee) will promote the benefits of walking in relation to general health and wellbeing. Walking to local services and facilities will be promoted to BHGA club members and staff via our digital channels.

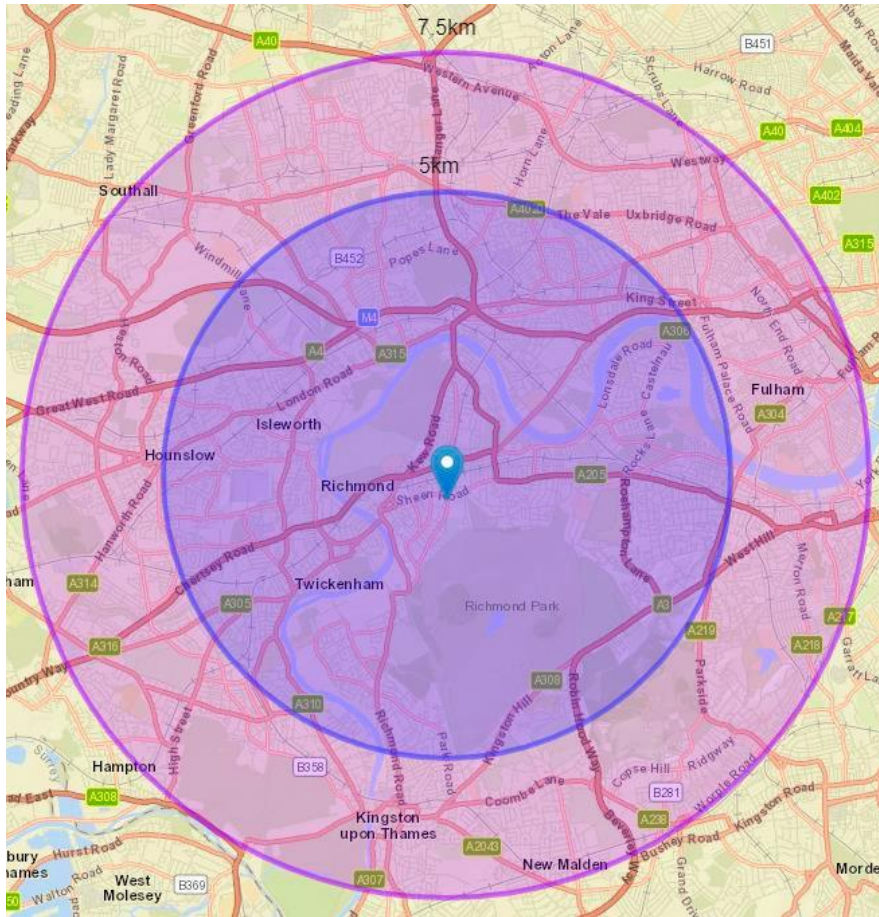
4.3.10 The BHGA club membership do generally walk to the club and although we have a large parking area over 80% of membership live within 2 miles, this walking and cycling for local journeys is the norm. The club car park has cycle parking in line with current local parking standards. (Covered under a separate Planning condition for the development)

4.4 Accessibility by Cycle

4.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally, more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

4.4.2 cycling has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport". Furthermore, the National Travel Survey identifies longer cycle journeys than 5km with an average distance of 5.3km and an 85th percentile distance of 7.4km.

4.4.3 The plan below indicates destinations which lie within 5km and 7.5km radius of the application site. It is noted that cycling will not follow the simple radius of this plan and the plan is provided as an indication of where destinations lie and the general extent to which the site is accessible by cycle.



4.4.4 In relation to the application site; cycling distances from local centres and key locations within cycling distance are detailed overleaf.

Origin/Destination Distance

- Mortlake 0.7km
- Richmond Station 1.5km
- Richmond Town Centre 2.5km
- Roehampton 3.2km
- Hammersmith 6.7km
- West Kensington 7.2km
- Shepherd’s Bush 7.3km
- Kington upon Thames 7.4km

4.4.5 In the vicinity of the site, Richmond Park Road, Sheen Lane, Upper Richmond Road and Lower Mortlake Road are shown as off road/quiet cycle routes on the Transport for London Cycling Guides. The site is accessible by cycle and plenty of cycle parking will be provided. It is therefore concluded that the site’s location provides good cycling accessibility to the local area and the local infrastructure provides good opportunities for cycle use with ongoing connectivity to public transport.

Initiatives

4.4.7 The site provides cycle-friendly routes and cycle parking is provided, as can be seen on the proposed site layout plan at Appendix A, to encourage this mode of transport. Cycle bay parking in the car park will be clearly labelled for secure cycle parking.

4.6.2 Existing Car Share schemes will be promoted to further encourage car sharing.

4.6.3 Car Share schemes benefits :

- Provides a **cheap way to** get around
- Reduce levels of traffic and congestion
- Reduce CO2 emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

Disabilities

4.7.1 The development is fortunate to have a large private car park area which is clearly marked out for car spaces and for safe pedestrian access to the club house. It has three reserved large disability parking bays. One will be located next to the entrance of the pool building and the other two next to the club house to ensure the shortest route for disabled access.

4.7.2 Access to the building will include a wheel car ramp access on both the internal door and fire escape exit. Throughout the development disability access will be taken into account and provide for as required by regulations.

4.7.3. Signage will be clearly marked throughout the development on the tarmac and building to assist disabled members.

Monitoring

5.1 Monitoring of the Travel Plan will be important in understanding the changing nature of BHGA club member and staff travel habits and the effectiveness of the Travel Plan's measures in working.

5.3 It is the BHGA responsibility to make any prospective member of the club fully aware of the Travel Plan and their obligations in relation to the Travel Plan as part of the planning condition.

5.4 The Travel Plan will be monitored and reviewed annually and will include a re-survey of travel patterns by undertaking travel questionnaires. See Questionnaire, Appendix C

The Action Plan will include measures such as the following: -

- Additional website communicates to members and staff reminding them of the Travel Plan
- Arranging a special meeting with the Club Committee to discuss issues and to establish more effective measures.
- Arranging seminars and presentations from groups specialising in forms of sustainable transport.

The following observation can be highlighted for the Spring Term 2002 Membership club survey

- 78% Club Members and staff live less than 2 miles away from the BHGA Club
- Over 84% live within borough of Richmond upon Thames

Spring Term 2022 - Home Guard

Area	Row Labels	Count of PostCode	Percentage
Kingston	KT2	3	0.76
New Malden	KT3	1	0.25
Worcester Park	KT4	2	0.51
Battersea	SW11	5	1.26
Barnes	SW13	76	19.19
East Sheen	SW14	174	43.94
Putney	SW15	35	8.84
Streatham	SW16	2	0.51
Tooting , Balham	SW17	2	0.51
Wandsworth	SW18	9	2.27
Wimbledon	SW19	6	1.52
Raynes Park	SW20	2	0.51
Chelsea	SW3	1	0.25

Fulham	SW6	8	2.02
Twickenham	TW1	3	0.76
Richmond	TW10	25	6.31
Shepperton	TW17	1	0.25
Isleworth	TW7	1	0.25
Brentford	TW8	1	0.25
Richmond	TW9	25	6.31
Notting Hill	W11	1	0.25
West Kensington	W14	2	0.51
Chiswick	W4	7	1.77
Ealing	W5	3	0.76
Kensington	W8	1	0.25
Grand Total		396	

Summary and Conclusions

7.1 This Travel Plan sets out a series of targets and measures which will promote sustainable travel modes to future BHGA members & staff to comply with the National and Local travel plans.

7.2 The Travel Plan includes reference to the Plan and to the required monitoring,

review and reporting for the life of the Plan.

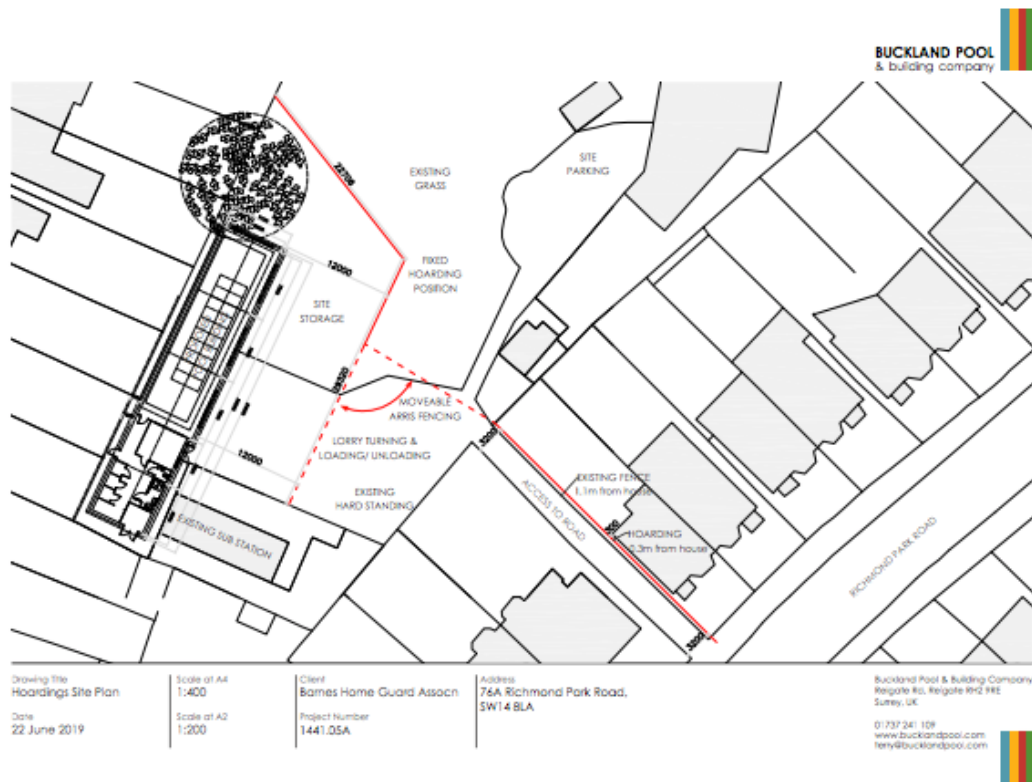
7.3 It is considered that these measures promote the use of sustainable transport modes, thereby contributing to an improvement in both the operation of the local highway network and in the general environment.

7.4 BHGA club are committed to encouraging the use of more sustainable and environmentally friendly modes of transport in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all members.

7.5 This Travel Plan can be further developed in conjunction with the London Borough of Richmond upon Thames Council once the development is operational and specific travel needs are identified (if any).

Appendix A

Site Layout Plan



Appendix B



BLOCK PLAN
SCALE 1:500



LOCATION PLAN
SCALE 1:1250



DRAFT



SEIBATE & SON (YORK)
1524-01 PD

MR WITHERS
1524-01 PD

Appendix C
Residential Travel Survey

BHGA Travel Plan Survey

1. Please provide the Post Code for your place of residence.

2. Are you a member of the club or part of the staff?

Member Staff

3. As the person completing the survey, please provide your age group:

Under 18

18 -40 years

40 – 60 years.

..

Over 60 years

..

4. Please select the number of people who are club members or staff within your household.

1 2 3 4 5

5. Please indicate the number of cars owned by members of your household who are also club members or staff

1 2 3 4 5

6. Please indicate the number of bicycles owned by members of your household who are also club members or staff

1 2 3 4 5+

7. Do you have any disabilities that affects your travel arrangements to come to the BHGA club.

Yes No

8. When you travel to the club please indicate the mode of transport used mostly

Walk Cycle Bus Train

Car .. Car Share

9. Please let us know why that is your preferred method of travel to the club?

10. What would encourage you to walk or cycle more to the BHGA club?

1. Better Street Lighting
2. Cycle Training
3. More cycle parking
4. More relaxed dress code
5. More discounts within the club
6. Improved changing and shower facilities

Appendix D

WebCAT PTAL Report

Site Details

Grid Cell: 53627

Easting: 520545
Northing: 175052

Report Date: 29/01/2021
Scenario: Base Year

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time	
(mins)	SWT (mins)	TAT (mins)	AI			
Bus	PALEWELL PARK	33	468.88		7.5	
	5.86	6	11.86	2.53	1	2.53

Bus	PALEWELL PARK	493			468.88		5
	5.86	8	13.86	2.16	0.5	1.08	
Bus	PALEWELL PARK	337			468.88		5
	5.86	8	13.86	2.16	0.5	1.08	
Rail	Mortlake	'SHEPRTN-WATRLMN 2H92'			943.74		1
	11.8	30.75	42.55	0.71	0.5	0.35	
Rail	Mortlake	'WDON-WATRLMN 2K03 '			943.74		0.33
	11.8	91.66	103.46	0.29	0.5	0.14	
Rail	Mortlake	'WATRLMN-WATRLMN 2K09'			943.74		2
	11.8	15.75	7.55	1.09	1	1.09	
Rail	Mortlake	'WATRLMN-WATRLMN 2O09'			943.74		2
	11.8	15.75	27.55	1.09	0.5	0.54	
Rail	Mortlake	'WATRLMN-WATRLMN 2R09'			943.74		2
	11.8	15.75	27.55	1.09	0.5	0.54	
Rail	Mortlake	'HOUNSLW-WATRLMN 2V05'			943.74		0.33
	11.8	91.66	103.46	0.29	0.5	0.14	

Total Grid Cell AI: 7.49
PTAL: 2

Appendix E

Accessibility Index calculator

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type Other building type 1

No. nodes required 2

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	469										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		7.5	5	5							

NODE 2

Public transport type	Rail										
Distance to node (m)	944										
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		1	0.33	2	2	2	0.33				

Accessibility Index 7.51

Appendix F

Travel Pack

The approach for the travel pack will be via our digital channel. We have gone completely paperless, in our effort to be more environmentally green. We do not print at the club. Everything is all done via email or online using our website.

Promotion and marketing How will these measures be promoted to the site occupants and to visitors?	Travel Information Pack We send monthly newsletters out to all our membership, where we promote walking & cycling or car share when coming to the club events / use of facilities.
Car Travel Measures to reduce single occupancy car travel	Staff: We have focused heavily on the staff as this has the biggest impact to reduce traffic, and we have set a target of 25% reduction with the aim to achieve 100% in walking & cycling or use of the bus / public transport. Club Membership We have set a target of 10% for club membership reduction of car travel for all club events and use of facilities.
Public Transport Measures to promote use of public transport	This will be promoted in our monthly newsletters. We have local bus stops which are located on the high street and a short walk from the club. This is pinned with Google links where appropriate on the website. In the club we have PCs with the website for all users to view the newsletter and use Google maps for the latest relevant travel information.

Cycling Measures to promote cycling	We have a dedicated cycling stand / bays are available in front of the pool and a stand outside the club house.
Walking Measures to promote walking	We will send monthly newsletters out to all our membership, where we promote walking & cycling or car share when coming the all-club events / use of facilities.
Monitoring and review How and when will the above measures be reviewed and updated where necessary?	We undertake half yearly survey to monitor, as attached excel spreadsheet with surveys to gain insight and feedback from both the staff and the club membership.

Sample email to all Club Members:

Dear Members,

I hope this email finds you all well.

We want to make cycling and waking the natural choice for all short journeys when visiting the BHGA club. We are looking for your support to help transform our local area and tackle congestion; This change which will extend opportunity to improved physical and mental health. We hope you can support the club by always considering sustainable travel alternative each time you visit the club.

If you have any questions, please do not hesitate to ask.

Best wishes,

BHGA Club Committee