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## Full Travel Plan St Agnes Place & Bolton Crescent, Lambeth For London and Quadrant Housing Trust

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Engineering at its Best



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## Report For

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London and Quadrant Housing Trust

Scheme No: 10433

St Agnes Place & Bolton  
Crescent, Lambeth

Full Travel Plan

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November 2014

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# Full Travel Plan

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## 1.0 Introduction and Context

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### 1.1 Introduction

Tully De'Ath have been commissioned by London and Quadrant Housing Trust to prepare a Full Travel Plan (TP) prior to occupation of the site St Agnes Place and Bolton Crescent, Lambeth to satisfy planning condition 32. This essentially provides an update to, and develops the Outline Travel Plan that was prepared by Paul Mew Associates in February 2011.

The Local Planning and Highways Authority is London Borough of Lambeth (LBL).

The proposal is to build a total of 58 residential units in a series of buildings ranging from 2 to 4 storeys in height, together with 29 on-site surface car parking spaces, 94 cycle parking spaces, storage and amenity space.

Full site address: St Agnes Place, London, SE11 4BE, UK.

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### 1.2 Context

This TP has been prepared in line with Transport for London (TfL) Travel Planning Guidance (November 2013) and London Borough of Lambeth's Adopted Core Strategy (January 2011).

It should be read in conjunction with the Transport Assessment (Paul Mew Associates, February 2011) and Outline Travel Plan (Paul Mew Associates, February 2011), which provides a sound basis for this Full Travel plan. The recommendations contained within this TP are also in line with current best practice guidance including the Department for Transport (DfT) "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

It has been written to be consistent with TfL's ATTrBuTE (Assessment Tool for Travel Plan Building, Testing and Evaluation) assessment criteria, which is an online travel plan assessment tool for London and therefore follows the format/structure for a Full Travel Plan set out in TfL's Travel Planning Guidance (November 2013).

Although this is a Full Travel Plan document, which sets out specific objectives, targets and measures as well as detail about predicted travel behavior and mode share, some of the elements are considered 'interim'. These are interim as the end result is not yet known i.e. the targets and mode share are predictions, as a baseline survey will not be undertaken until within six months of first occupation of the site or at 75% occupancy, whichever occurs first. The targets and mode share will be updated based on the travel patterns from the baseline survey. Some of the travel plan measures that are dependent on delivery from the borough and/or TfL will also remain interim, until they are considered by the borough and/or TfL.

### 1.3 Structure of the Report

The report has been divided into the following chapters and is structured in such a way to follow the ATTrBuTE assessment as closely as possible:



- 
- Chapter 2 defines TPs in the context of the development process
  - Chapter 3 provides a description of the site location
  - Chapter 4 includes information about the current local transport conditions and the key parameters for the proposed site, such as number of car and cycle parking spaces.
  - Chapter 5 sets out the initial travel data for the site based on trip rates and modal splits agreed in the TA, with data drawn from TRAVL and Census 2011.
  - Chapter 6 details the requirements for the baseline travel surveys, of which the proposed survey forms are provided as an appendix.
  - Chapter 7 sets out the TP objectives for the site and the ways in which these objectives will be achieved. These are linked to the specific context of the site set out in the site location, local transport conditions and site travel data chapters. It also introduces the specific targets set over a five-year timeframe, with interim targets in years one and three, which aim to achieve the TP objectives.
  - Chapter 8 outlines the package of specific measures proposed to achieve the targets and meet the objectives of the Travel Plan. This includes an action plan, which is a programme for delivering the measures and a means of communicating this to the residents. It includes short, medium and long-term actions, timescales and responsibilities.
  - Chapter 9 discusses the management of the travel plan and provides a clear monitoring strategy detailing how frequently surveys will be undertaken.
  - Chapter 10 sets out the marketing and promotion strategy.
  - Chapter 11 draws the document to a close by presenting how the travel plan measures will be enforced. This includes remedial measures and actions (e.g. sanctions and performance bonds) that will be taken if the targets are not met.



## 2.0 Transport Policy and Overview of a Travel Plan

### 2.1 National Policy

The proposed development complies with guidance and requirements set out in the National Planning Policy Framework (NPPF) (Department for Communities and Local Government, 2012). This outlines the Government's planning policies for England and how they are expected to be applied. This has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high quality design; and

Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

Meanwhile, Manual for Streets (MfS) (HMSO, 2007) provides guidance and best practice for the development of streets and roads that fulfil a variety of functions in order to meet people's needs as places for living, working and moving around in. It aims to assist in the creation of streets that:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Are attractive and have their own distinctive identity;
- Are cost effective to construct and maintain; and
- Are safe.

### 2.2 Regional Policy

The most relevant element of the London Plan is the Mayor's Transport Strategy (published in May 2010). The Mayor's Transport Strategy sets out the following six goals for London:

- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve Safety and security for all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport's contribution to climate change and improve resilience
- Support delivery of the London 2012 Olympics and Paralympics Games and its legacy.

Both 'The London Plan' and 'The Mayor's Transport Strategy' develop the national policy approach in putting emphasis on achieving a sustainable city.

Policy 3C.17 of The London Plan sets targets for limiting traffic growth, including a projected reduction in traffic of 15 per cent in central London over 10 years from 2001. For Inner London and Outer London town centres the requirement is for zero growth and in the rest of outer London there should be a reduction in the rate of traffic growth from 7.5 per cent to 5 per cent.



### 2.3 Local Transport Context

The Adopted Core Strategy (January 2011) prepared by the London Borough of Lambeth is the first and most important document in the Local Development Framework (LDF) folder of planning documents. It mainly addresses the spatial issues affecting the borough and sets out the spatial strategy.

Policy S4 in Section 4 of the Core Strategy addresses transport. The council will achieve the Core Strategy's objectives for transport by:

- Contributing to a sustainable pattern of development, minimising the need to travel and reducing dependence on the private car;
- Requiring development to be appropriate to the level of public transport accessibility and capacity in the area;
- Seeking improvements for better connectivity, quality and capacity on public transport;
- Working in partnership with Transport for London, Network Rail and other public transport providers and supporting the plans and programmes for improvements to public transport infrastructure and services in the borough;
- Requiring major residential and commercial development that will have an impact on the current and future capacity of the public transport system to make a financial contribution to planned programmes for increasing public transport capacity in the borough;
- Requiring developments to comply with the maximum car parking standards in the London Plan and to reflect the public transport accessibility of the development; and to include provision for cycle parking, motor-cycle parking in appropriate locations, and car clubs wherever possible;
- Promoting walking and cycling, including through improvements to existing provision and provision in and around new development for cycling, cycle parking, the public realm and transport and highway infrastructure.

Lambeth First, the Local Strategic Partnership for Lambeth, produced 'Our 2020 Vision – Lambeth's Sustainable Community Strategy' in 2008 (SCS). This sets out an agreed approach to improving quality of life for the people who live and work in the borough.

The overall vision for the SCS is that by 2020 Lambeth will be *a diverse, dynamic and enterprising borough at the heart of London*. This is underpinned by the following seven long term outcomes:

- A great place to do business with higher levels of investment and business growth.
- Greater well-being for households through higher numbers of residents in employment.
- Even more children and young people on the path to success through the provision of good quality education, training and jobs, which reduces the risk of exclusion and offending.
- Safe and cohesive places where people are empowered and have the confidence to play active roles in their communities.
- Improved health and well-being of people which enables them to live active and independent lives.
- Lower levels of poverty and social exclusion by helping more socially excluded adults into employment, education and training.
- Mixed and sustainable communities with an increased supply of new homes, improved existing dwellings and a high quality physical environment.

### 2.4 Purpose of a Travel Plan

In accordance with the National Planning Policy Framework (NPPF) the purpose of the Travel Plan will be to promote the use of sustainable modes of travel by the future residents and others accessing this development.

The term "sustainable modes of travel" covers cycling, walking and, where distance or mobility dictate, the use of available public transport. In promoting these travel modes the TP aims to discourage car usage and, in particular, journeys made by cars with single occupants during peak traffic periods. The



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TP also seeks to reduce the number of journeys required by residents thus helping to reduce both traffic congestion and greenhouse gas emissions.

In recent times TP's have been shown to be an effective means of reducing car usage and associated traffic congestion levels. The TP will be an evolving/living document that will require updating on a regular basis and in response to changing circumstances both within and external to the development.

## 2.5 The Importance of the Travel Plan

A TP is becoming increasingly important when delivering new developments as it ensures a range of sustainable transport solutions are put in place. As such it should be considered an important, integrated element to the development proposals.

In this instance, the aim of the TP process is primarily to assist in ensuring the success of the development, especially with regard to the proposed 'lower than maximum standards' on-site car parking provision. The TP will also assist to minimise the impacts of transport on the environment with regard to traffic congestion and local air quality impacts.

However, as discussed within the TA the actual number of car trips related to the site will be a very low proportion of the total person trips, not least due the good local Public Transport Accessibility Level (PTAL) of 6a.

## 2.6 Definition of a Travel Plan

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

## 2.7 The 'Full' Travel Plan

As set out in the previous chapter, this full TP will include specific objectives, targets and measures, as well as detail about predicted travel behavior and mode share. Where elements are unknown, such as the baseline travel patterns, targets and some measures, these will remain 'interim' until after a baseline survey is completed and the detail will be submitted within a revised and fuller TP document. Preparation of a revised full TP will also follow discussions between the LBL, TfL and any other consultees or key stakeholders, where appropriate.

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

A Travel Plan Coordinator (TPC) will be appointed to be responsible for implementing, monitoring and updating the revised full TP following site occupation.

The flow chart overleaf details in outline the steps in the development and maintenance of a Travel Plan:



Key to the success of the Travel Plan will be to ensure that the overall plan and the measures set out in chapter 7 are introduced and implemented to a strict timetable.

The Travel Plan should be implemented by such time as there is 25% occupation of the site, due in spring 2015.

Modal splits targets will be updated once the baseline survey has been undertaken. The revised Travel Plan should be submitted by Autumn 2015.

Subsequent monitoring reports to be submitted;

Year 1 – submitted 2016

Year 3 – submitted 2018

Year 5 – submitted 2020

For the timetable of the implementation of intended measures refer to Chapter 7.



## 3.0 Site Location and Details of Development

### 3.1 Site Location

The site St Agnes is located in Kennington in the London Borough of Lambeth (LBL) close to Kennington Park.

The site is a roughly rectangular shaped area of land 1.33ha in size. The site runs broadly on a north-south axis, with the road St Agnes Place running through the site from the north before forming Bolton Crescent which connects with Camberwell New Road to the south.

The site currently contains a mix of uses comprised of adopted highways, previously developed and cleared brownfield (housing) land, park land, vacant housing, a one o'clock club and an adventure playground.

The southern part of the site contains the existing play areas, the One O-Clock Club building and associated open space and the Adventure Playground together with associated open space. The two sites sit on either side of a service road for the adjacent sports pitch and are currently in active use. To the north the road wraps around the adventure playground before forming a 'dogleg' and running north between the now demolished St Agnes Place terraced housing which is currently hoarded off. To the north of this sits a vacated affordable housing block (73, St Agnes Place), an open area of land to the east of the road forming a link between the two parks which was formerly a scrap yard and a small segment of park currently used for storage and composting by Lambeth Parks.

Immediately to the west of the site lies Kennington Park which (except for the adjacent football pitch) is within the St Marks Conservation Area, is on the English Heritage Register of Historic Parks and Gardens and is a site of Local Nature Conservation Importance. The park is well used and has a variety of open and landscaped areas.

Immediately to the east of the site lies the Kennington Park extension which consists of open space and playing fields, with the Charlie Chaplin adventure playground to the south.

Further to the north of the site residential properties front St Agnes Place which after a short distance forms the borough boundary with the London Borough of Southwark.

Immediately to the north sits the cleared site which has planning permission secured for a housing development.

### 3.2 Development Proposals

The development comprises of 58 new residential flats and houses proposed in a series of buildings ranging from two to four storeys in height, with 29 car parking spaces and new playgroup/playground facilities to replace the One O'clock Club and Adventure Playground.

The new proposed dwellings will comprise of 30 affordable and 28 private units, of which 10% (six units) will be disabled units. This would be split between 9 x 1-bed units, 12 x 2-bed units, 30 x 3-bed units and 7 4-bed units. The development would have a density of 306 habitable rooms per hectare (hrh).

The parking provision includes 1 parking space per wheelchair unit i.e. 6 spaces and 2 car club spaces.

94 cycle parking spaces will be provided at 1 cycle parking space per 1 bedroom and 2 bedroom flat and 2 cycle spaces per house.

A plan illustrating the proposed development layout is provided in Appendix A.



## 4.0 Summary of Main Transport Related Issues

### 4.1 Walking

Pedestrian permeability throughout the site is good.

The new estate roads have been constructed with speed-humps and other traffic calming features in order to improve pedestrian safety.

The footway on Bolton Crescent appears to be of adequate width with pedestrian guard railing separating it from the carriageway.

Tactile paving and dropped kerbs are provided at crossings around the site.

### 4.2 Cycling

There are numerous cycle routes through and near to the proposed site, which are either signed on-road cycle routes on busier roads or routes on quieter roads recommended by cyclists or routes that have a specific provision for cyclists adjacent to busy roads i.e. an off-road cycle lane.

The cycle routes are shown on TfL's Local Cycle Guide 7, provided as Appendix B.

St. Agnes Place / Bolton Crescent and Kennington Park are identified as routes signed for cyclists on busier roads and are recognised as a part of the London Borough of Lambeth's Cycle Network and shown on the Unitary Development Plan map.

There is also a National Cycle Network on-road route 200m to the west of the site.

In addition to the local cycle routes which form part of the borough's cycle network, Kennington Park Road (A3) is also part of the Cycle Superhighway Route 7 (Merton to City), and this combines with being one of the borough's signed on-road cycle routes on busier roads as marked on the carriageway.

A number of cycle routes are also under consideration for improvement in the Oval area.

### 4.3 Public Transport Network

The proposed site has access to a number of bus routes including: No. 155, 333, 436, 36, 185, 415, 3, 159, 59, 133 and P5 providing access to destinations such as Tooting, Elephant & Castle, Lewisham, Paddington, New Cross, Camberwell, Peckham, East and West Dulwich, Crystal Palace, Streatham, Nine Elms Lane Patmore Estate and Brixton.

Most of the above routes provide services to the City Centre and central London railway and underground stations such as Marble Arch, Victoria, Vauxhall, Westminster, Oxford Circus, Waterloo, Holborn, Euston, King's Cross, London Bridge, Moorgate, Liverpool Street Station and Clapham.

The nearest bus stops westbound and eastbound are located near to the corner of Camberwell New Road and Bolton Crescent, which are about 105m and 120m, respectively, from the site entrance. These bus stops serve routes 36, 185 and 436.

Other bus stops within a five minute walk of the site are situated on the A202 Camberwell New Road, John Ruskin Street, A23 and A3 around the Oval.

The majority of bus stops in this location have shelters and seating. See Appendix C for locations of the bus stops.

The site also has good access to the Oval Underground Station (approximately 300m) and Kennington Underground Station (approximately 800m) which are served by London Underground's Northern Line and are walkable within 5 minutes and 10 minutes, respectively.



#### 4.4 Car Ownership

The excellent access to public transport facilities and local shops/services has a significant impact on the car ownership levels in the area and subsequently the associated patterns of car use within the area in the vicinity of the site. This is reflected in the car ownership level of the resident population.

Public transport use in the borough is much higher than in neighbouring outer London boroughs; there is great potential for residents at this site to travel by more sustainable modes than the private car.

Using Census 2011 data, car ownership for the ward in which the site is located (Oval ward) currently stands at only 32% (about one third of the residential population). This compares to 40% for the borough. This suggests that use of alternative methods of transport such as buses, rail, walk and cycling is very good in the local area and that significantly less than half of all residents use a car.

#### 4.5 Local Road Network

The site can easily be accessed from the south and north via Bolton Crescent and St Agnes Place.

Both these roads are single carriageway roads with a speed limit of 30mph.

#### 4.6 Off-Site Parking

Controlled parking zones (CPZ) in the borough are concentrated in the north of the borough and around key transport interchanges.

The area around the site falls within a CPZ area, Kennington 'K' zone which has a restriction between 8.30am and 6.30pm Mon-Fri.

As a result of this there is no on-street parking available for new residents around the site during the times of restriction. After 6.30pm on a weekday and over a weekend, residents and their visitors may choose to park in the local area for free/with no restrictions.

#### 4.7 On-Site Parking and Cycle Parking

The 58 residential units will have limited parking on-site to encourage use of more sustainable modes of transport, given the highly accessible nature of the site.

Using the Mayor's London Plan (2011) and based on PTAL 6a, the maximum car parking standards for 1-2 bed dwellings is less than 1 space per dwelling, for 3 bed dwellings it is 1-1.5 spaces per dwelling and for 4 bedroom dwellings it is 1.5-2 spaces per dwelling.

The proposed site is expected to provide just 29 car parking spaces, which is significantly below the maximum parking standards but in accordance with the parking recommendations for a PTAL 6 site. Of this, six spaces will be allocated/marked for disabled users and two would be marked for car club use only.

The development site will comprise of 94 cycle parking spaces. This parking provision provides approximately one cycle parking space per one-bedroom and two bedroom flat and two cycle spaces per house.

#### 4.8 Car Club Parking

The two proposed car club bays on site will be marked with 'Car Club Only' signs.

In addition to the two car club spaces, car clubs will be promoted as good practice to the residents that require access to a car. Further information on this is provided in the 'Measures' section in Chapter 8.

A couple of years ago, Streetcar expanded its fleet of cars in the area and therefore the allocated bays here are expected to be used by Streetcar. The location of the Streetcar bays are highly accessible to all local residents in the nearby area whilst also affording a good level security, being away from the main road and also being very well overlooked by residences and within an area



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where footfall is expected to be steady throughout the day.

Lambeth Council actively promotes the use of car clubs as an alternative to car ownership and continues to look to introduce further car club parking bays at locations across the borough. There are currently more than 1000 car club members in the borough.

#### 4.9 Refuse and Emergency Vehicle Access

Refuse and recycling storage areas are to be provided at locations throughout the site.

Emergency/fire tender vehicular access would be provided predominantly off-site along Bolton Crescent, with the estate road providing further access.

It is anticipated that a Service Management Plan will be secured, so as to advise residents what measures should be taken when arranging for deliveries to be made when there are the opportunities to liaise with the service provider.



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## 5.0 Forecast Travel Patterns

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### 5.1 Forecast (Proposed Development) Trip Generation – TRAVL

At the time the Outline Travel Plan was prepared in 2011, the London TRAVL database was in use and all new developments across London were recommended by TfL for trip generation and travel plan mode share target analysis using TRAVL. It should be noted that since April 2014, TRAVL merged with the TRICS national database for trip generation.

At the time, the TRAVL database was interrogated for similar sized residential sites with an excellent level of public transport accessibility and similar on-site parking provision.

The TRAVL vehicle trip results showed that the proposed residential site is expected to generate a total of 40 vehicle trips in and 41 vehicle trips out across the whole day (7am to midnight).

The peak AM was shown to be 08:00-09:00 and the peak PM 18:00-20:00.

The pattern of vehicle trips expected are shown in the table below.



	<b>Vehicle Trip Rate for 58 Units</b>		
	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
<b>07:00-08:00</b>	0	4	4
<b>08:00-09:00</b>	1	7	8
<b>09:00-10:00</b>	1	2	3
<b>10:00-11:00</b>	1	0	1
<b>11:00-12:00</b>	1	2	3
<b>12:00-13:00</b>	1	1	2
<b>13:00-14:00</b>	2	3	5
<b>14:00-15:00</b>	2	2	4
<b>15:00-16:00</b>	4	3	6
<b>16:00-17:00</b>	3	2	5
<b>17:00-18:00</b>	5	4	9
<b>18:00-19:00</b>	6	4	10
<b>19:00-20:00</b>	6	4	10
<b>20:00-21:00</b>	3	1	4
<b>21:00-22:00</b>	2	1	3
<b>22:00-23:00</b>	1	1	2
<b>23:00-24:00</b>	1	1	2

Given the way in which the data is provided from the TRAVL suite of reports, it is not possible to accurately separate pedestrian trips from public transport trips and between different types of public transport trips. Furthermore, as the trip rates are based on final mode trips i.e. trips made within 5 minutes' walk of the site, rather than the main mode which is based on the longest amount of time, if walk trips to/from a bus stop or rail station were more than 5 minutes' walk they would be considered to be pedestrian trips in this final mode analysis.

To resolve this and provide an accurate mode split for the proposed trips at the site, the Travel To Work Mode Split data from Census 2011 has been used. This is based on data at ward level, the local ward being Oval. This mode split data will inform the targets presented in Chapter 7.



## 5.2 Census 2011 Mode Share

The Census 2011 'Method of Travel To Work' dataset for the Oval ward in which this site is based has been interrogated to understand the mode share of residents in the local area.

The mode share results are shown in the table below:

<b>Method of Transport</b>	<b>Census 2011 Mode Share</b>
Car Driver	7%
Car Passenger	0%
Underground	36%
Train	10%
Bus	21%
Pedestrian	13%
Taxi	0%
Motorcycle	1%
Bicycle	10%
Other	1%

The Census 2011 mode share data shows that a relatively low number of residents currently use the car to travel and around two thirds of all residents in the local area use public transport modes to travel to work.

Although the mode share for cycling appears reasonable at 10%, this is significantly below the target of 20% set out in the 'Lambeth Cycling Strategy' document. It would therefore appear that any mode share targets that appear in this Travel Plan should concentrate on increasing use of cycling.

These will be used to inform the targets in chapter 7 of this report, prior to any baseline survey being undertaken.



## 6.0 Travel Surveys

- 6.1 To establish the actual trips and update the mode share to the site once the site is developed, a baseline travel survey will be undertaken of the residents within the development within six months of initial occupation of the site or at 75% occupancy of the dwellings, whichever is first.

This survey will also be used to refine the targets, objectives and measures/initiatives. Similar surveys will also be undertaken in the future, in years 1, 3 and 5 to monitor mode share and travel patterns, the results of which will be used to monitor the effectiveness of the travel plan, which will continue to be developed during this time.

The travel plan survey methodology will be approved by the LBL and at this stage it is thought it would involve residential travel diaries of the residents to understand their travel patterns, method of travel to and from the site over the course of the day, reason for method of travel, time of departure and arrival, postcode of where they travelled to/from, destination/origin type (i.e. work, social, education etc.) and location of where they parked if they drove.

The survey will also record the uptake and effectiveness of individual measures and reasons for mode share and what would encourage residents to travel more sustainably. It would be desirable to set up a focus group with the residents to examine the effectiveness of the Travel Plan measures.

The survey form would be compliant with what used to be the iTRACE and TRAVL travel survey forms for residential sites. An example of the covering letters and residential travel diary that will be circulated are provided in Appendix D.

The travel diaries will be distributed in the post or door-to-door to every household on site, subject to agreement with the Travel Plan Coordinator (TPC), applicant or developer.

The TPC will be responsible for ensuring the travel surveys are undertaken and will report the results to the LBL to record for travel plan monitoring purposes.

Following completion of the baseline survey, a report detailing the results shall be prepared. This may be included within the preparation of the revised full TP, or prepared as a precursor document to inform development of the TP.

The revised full TP will include assessment of the baseline survey, as well as any other information on occupants that is available at that stage. Further details of all measures (as discussed in Chapter 8 of this TP) will also be included. Once the revised full TP is prepared it shall be made available on request to the LBL.



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## 7.0 Travel Plan Objectives and Targets

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### 7.1 Objectives

The ultimate objective this Travel Plan seeks to achieve is to facilitate the movement of residents and their visitors from the site to jobs, shops and services via more sustainable modes of transport. This is in accordance with the broader goals of TfL's Travel Planning Guidance (November 2013), The London Plan (2011) and the borough's transport and travel plan objectives.

This TP will also assist in mitigating the impact of the development on the surrounding community in terms of traffic congestion and parking issues by controlling demand for car-based trips.

The objectives of the TP are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) targets and measures so that progress towards achieving the targets can be measured. The targets will be modified once a baseline travel survey has been conducted and tailored as appropriate.

Specific objectives are provided below:

- To reduce the impact and frequency of car travel to and from the site;
- To increase the proportion of car sharers, if travel by car is necessary;
- To reduce the level of car ownership in order to prevent parking stress levels increasing;
- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- To increase the use of alternative modes of transport from the single-occupancy private car to walking, cycling and public transport use;
- To reduce the need for travel to and from the site;
- To improve the health of the local residential community through increased levels of walking and cycling;
- To reduce traffic-related air pollution (associated with the development) within the area surrounding the development site;
- To reduce congestion and traffic impacts associated with the development on roads within the local area, therefore also improving road safety; and
- To create an attractive and liveable site with through routes for pedestrians and cyclists.

In view of the excellent availability of pedestrian and public transport facilities in this area there should be scope for a significant reduction in car usage.

### 7.2 Updating the Travel Plan's Objectives

This final Travel Plan will be amended and re-issued by the TPC at least every two years in the first five years in order to accord with the findings of the travel surveys and to reflect the changing objectives, targets and local conditions.

### 7.3 Targets

The targets simply reflect how effective the measures will be to reduce car mode share and increase travel by more sustainable modes, in addition to the site's good public transport provision.

Due to the nature of the development it is not envisaged that the Travel Plan will be able to effect a substantial reduction in the actual demand for travel, although measures to encourage home-working for residents will still be implemented to support this.



It is often the case that Travel Plan targets are derived from the analysis of current travel patterns. Since the new site is yet to be occupied and the baseline survey has yet to be undertaken, this is not possible. In light of this, in order to estimate the mode share targets for years 1, 3 and 5, targets are based on the predicted mode share from Census 2011, provided in Chapter 5. They are therefore only indicative at this stage.

The targets also reflect the site's PTAL rating of 6a and the TP measures put in place prior to, or on occupation.

#### Travel Plan Targets - Residential

Mode	Current Mode Share - Census 2011	1st Target	3rd Year Target	5th Year Target
Car Driver	7%	4%	2%	2%
Car Passenger	0%	0%	0%	0%
Underground	36%	36%	35%	34%
Train	10%	10%	10%	10%
Bus	21%	22%	22%	21%
Pedestrian	13%	14%	15%	15%
Taxi	0%	0%	0%	0%
Motorcycle	1%	0%	0%	0%
Bicycle	10%	12%	14%	16%
Other	1%	-	-	-

The target set for car driver has reduced by 2% in both years 1 and 3 to bring the target mode share in year 5 to 2%. The targets for walk, cycling and bus have therefore increased slightly. The targets for underground (tube) and train remain the same as the current mode share, as these modes are not as sustainable as walk and bicycle, and underground as a mode share already looks reasonable.

In year 5, in order to increase the target for bicycle mode share to bring it closer in line with the target set in the Lambeth Cycling Strategy, the targets for bus and underground have reduced slightly. It is hoped therefore that some residents would transfer from public transport modes to bicycle for relatively short distance journeys.

The targets, although relatively modest are considered to be realistic.

The degree of modal shift to each individual mode will be monitored in future to identify concerns or opportunities in relation to each mode, and to target new or updated measures accordingly.



## 8.0 Travel Plan Measures and Action Plan

### 8.1 Introduction

This TP is aimed at all residents and visitors to the site. The generic measures set out here are put forward in order to achieve the targets described in the previous Chapter.

The public is becoming increasingly aware and concerned about the transport impacts on climate change, congestion and the environmental impact of new infrastructure. It is no longer acceptable to simply provide pieces of infrastructure such as cycle lanes and cycle storage racks with the hope that bicycles, for example, will be used. Although infrastructure and services are an important component in supporting sustainable travel, they need to be complemented by a range of initiatives that encourage positive behavioural change, for example by creating opportunities for home-working, car-sharing site and personalised travel planning and car-club subscriptions for the residents on site.

Each measure set out in the table below has an action plan, including who is responsible for developing that measure, the timescale when it is due and approximate cost to implement.

Efforts to implement the measures would be concentrated in the initial period post completion and then maintained to enable behaviour change from the start, as opposed to gradual implementation.

The measures include both 'hard measures' i.e. infrastructure on and around the site that will help to achieve the travel plan objectives and targets and 'soft measures' to encourage behavioural change from car to sustainable travel e.g. bus timetable information and maps of cycle routes etc.

The applicant will be responsible for ensuring initial measures are in place prior to occupation of the site; the TPC will then assume the role of reviewing and updating the target and action plan and introducing new measures as appropriate in the future.

The final Full Travel Plan for the development site shall be completed following the results of the baseline survey, which will be undertaken no later than 6 months following first occupation of the site. This travel plan will include a more-detailed and revised target and action plan which sets out the various measures and quantifies the intended achievement of each measure in reducing private car use. The costing for each measure will also be finalised.

The following key sustainable transport strategies are recommended with the aim of achieving the objectives and targets of the Travel Plan:

- Walking Strategy
- Cycling Strategy
- Public Transport Strategy
- Car and Parking Strategy
- Promotional/Marketing Strategy.

### 8.2 Walking Strategy

The proposed development is designed to be inclusive and safe for pedestrians, with high quality pedestrian access points from all boundaries of the site. Security of the development will be enhanced with an attractive street frontage onto all perimeter roads around the site, effective lighting and a good level of natural surveillance.

The close proximity of the site to the Oval underground station, bus stops on Kennington Park/ Camberwell New Road and some shops on Kennington Park Road provides opportunities for commuting and accessing shopping and amenities by foot. Encouraging people to walk to and from the site will be achieved through the various measures outlined in the table at the end of this Chapter.



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### 8.3 Cycling Strategy

The distances people are willing to cycle is usually greater than distances people are willing to walk; therefore cycling has the potential to be adopted for longer journeys, for example commuter journeys to work.

Cycling will be encouraged through the provision of high quality, secure and convenient to use cycle parking for all residents.

Other incentives will include setting up a bicycle users group (BUG), free cycle route maps and cycle training / clinics. These measures are described in more detail in the table below.

### 8.4 Public Transport Strategy

Residents and visitors to the site will benefit from good public transport provision in the area surrounding the site; promotion of public transport use on site will be effective at increasing its use as an alternative to travelling by car.

### 8.5 Car and Parking Strategy

Some people require travel by car for various reasons, for example due to limited mobility or by having large amounts of baggage to carry with them. Some destinations may not be easily accessible through using public transport or may be too far for people to walk or cycle to. However, through implementing the right mix of measures within a TP many car users are often willing to change their travel behaviour and start using more sustainable modes of transport.

More sustainable alternatives to the 'single occupancy' private car include car sharing and use of taxis/mini cabs and car clubs. These measures are put forward in the table below.

Not all dwellings will be provided with a car parking space and a section 106 will be put in place to ensure a burden on the surrounding streets is not created. An off-site parking problem is not anticipated, however, as the area around the site falls within a CPZ, which has a restriction between 8.30am and 6.30pm Mon-Fri.

As a result of this there is no on-street parking available for new residents around the site during the times of restriction. After 6.30pm on a weekday and over a weekend, residents and their visitors may choose to park in the local area for free/with no restrictions.

### 8.7 Promotional Strategy

This will aim to inform all the residents across the site about the different sustainable travel options on offer to them. This will be achieved through the distribution of Welcome Packs, information boards on site and the site's website, which will be promoted to them.



## Travel Plan Measures and Action Plan

Proposed Measure	Description	Timescale	Responsibility	Cost to Implement
<b>Walking Strategy</b>				
Promotion of Health and Fitness	<p>Raising resident awareness of the health benefits associated with regular walking. Undertake specific awareness activities with that in mind and present a Welcome Pack to residents containing factual information about the health benefits of walking.</p> <p>This measure is most effective when factual statements and examples are used to catch people's attention e.g. according to the Health Education Authority, 'Walking briskly for half an hour a day can halve the risk of heart disease'.</p>	On occupation and on-going	Travel Plan Coordinator	Low
Developing a Pedestrian Route Map	Provision of a pedestrian route map to help residents and visitors plan their routes to and from the site, and to nearby facilities. This will be provided in the Welcome Packs.	On occupation	Travel Plan Coordinator	Low
<b>Cycling Strategy</b>				
Providing Secure Cycle Parking On Site	Provision of appropriate cycle parking for residents (94 cycle spaces). The cycle racks will be secured/locked, well lit and protected from the elements.	Implemented when site is built	London and Quadrant Housing Trust	(Included within Scheme)
Developing a Cycle Route Map	Provision of a free cycle route map showing residents and visitors local cycle routes and facilities for cycling to and from the site. This will be provided in the Welcome Packs.	On occupation	Travel Plan Coordinator	Low
Promoting Cycling as a Healthy Way to Travel	Raising resident awareness of the health benefits associated with regular cycling and undertake specific awareness raising activities with that in mind. This will be provided in the Welcome Packs.	On occupation and on-going	Travel Plan Coordinator	Low



Cycle Training	<p>Information on cycle proficiency training to be provided to all residents of the development.</p> <p>Cycle training is available from the borough and will be important in encouraging children and adults living within the development to cycle. Cycle training will enable those who did not previously feel confident to cycle to learn in a safe environment and get coaching for cycling.</p>	On occupation and on-going	Travel Plan Coordinator and LBL	Medium
Bicycle Users Group (BUG)	Setting up a BUG as an opportunity to get residents that cycle together.	On occupation	Travel Plan Coordinator	Low
<b>Public Transport</b>				
Providing Public Transport Route Maps and Timetables	Making up-to-date timetables and route maps for buses, underground tube trains and overground trains available to residents and visitors at travel information points and on resident notice boards on site. Brief information on this will be provided in the Welcome Packs.	On occupation	Travel Plan Coordinator	Low / Medium
Website	Additionally, public transport information will also be provided on the residential site's website.	On occupation	Travel Plan Coordinator	Medium
<b>Car and Parking Strategy</b>				
Car Parking	29 car parking spaces are being provided on site. A car park management plan will be provided to inform residents how the car park permits will be issued and how the car park will be managed.	Implemented when site is built	London and Quadrant Housing Trust	(Included within Scheme)
Promoting a Car Sharing Scheme	<p>Promotion of car sharing schemes for residents who make similar journeys and are looking to cut the financial costs of car use. The car sharing scheme will be promoted by the Travel Plan Coordinator and through using Liftshare (<a href="http://www.liftshare.com">www.liftshare.com</a>) to allow interested car sharers to register online. Information will also be posted on notice boards within the development and on the site's website allowing residents to find/request people for car sharing.</p> <p>It is also proposed that a guaranteed lift home in emergencies will be provided for residents participating in the car sharing scheme.</p>	On occupation	Travel Plan Coordinator	Low



Car Clubs	<p>Provision of information on Lambeth's car club 'Streetcar' will be provided in the Travel Packs and on the site's website.</p> <p>Two parking bays on site will be marked for car club parking only.</p> <p>In addition, a Streetcar welcome pack would be offered to each unit that would entitle the occupier to a subsidised membership and some possibly some driving credit to get residents started. The payment of any incentives would be paid on, or in advance of, delivery of the vehicles.</p> <p>In exchange Streetcar would commit to a contractual obligation to run the car club operation at the development for 2 years, and absorb all additional costs related to purchasing and installing the vehicle. The package is entirely negotiable and is designed to encourage as many residents as possible to join the car club.</p>	On occupation	Travel Plan Coordinator	Low
Taxis and Minicabs	<p>It is recognised that taxis can carry more than one passenger at a time and are therefore looked upon no differently than car sharing.</p> <p>The development would retain the services of a trusted company to provide a discounted rate to the residents on site.</p> <p>Two local taxi firms are Kempton car Service and Centre Point cars. The TPC will look into this further once appointed.</p> <p>Alternatively, the 'Connect 2 Taxi' service will automatically route calls from travelers anywhere in the UK to a taxi company nearest their location.</p> <p>This will be advertised on the site's website.</p>	On occupation	Travel Plan Coordinator	Low



<b>Promotional / Marketing Strategy</b>				
Welcome Packs	<p>Provision of Travel Plan Welcome Packs to residents which outline travel options to and from the site and promote the benefits of using modes other than the private car.</p> <p>Travel packs are also an effective way of communicating the benefits of using sustainable modes of transport to residents, which include health, financial, environmental and social benefits.</p>	On occupation	Travel Plan Coordinator	Low
Use of Broadband / Home Working	Reducing the need to travel to jobs and other services through the provision of high speed broadband compatible infrastructure allowing residents to setup their own broadband connection.	Implemented when site is built	London and Quadrant Housing Trust	Low
Wifi	A designated Wifi connection will be made available throughout the site if Wifi is installed, which would allow residents to access the internet to obtain real time travel information or to purchase travel tickets online.	Implemented when site is built	London and Quadrant Housing Trust	Low
Website	A website will be prepared for the site to advertise sustainable modes of transport, public transport timetables and routes, walk and cycle routes and events.	On occupation	Travel Plan Coordinator	Low
Consultation with Residents	Ensuring that residents' representatives are involved in deciding and implementing travel arrangements/facilities for the site and to conduct travel plan meetings with residents.	On occupation	Travel Plan Coordinator	Low



## 9.0 Management, Travel Plan Coordinator and Monitoring

### 9.1 Introduction

This Travel Plan meets Condition 32 of the Planning Permission. The following sections describe the next steps that should occur towards implementation.

### 9.2 Travel Plan Management

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

The ongoing management strategy will seek to meet its objectives and targets at all times by:

- Reallocation of on-site parking spaces for more sustainable travel modes, such as car sharers; and
- Lobbying public local transport providers for improved services.

### 9.3 Travel Plan Coordinator

The applicant/developer will identify a TPC to manage the elements of the TP (this role can be undertaken by the developer themselves) prior to commencement of occupation of the site. At the time of writing this Travel Plan, the TPC is unknown.

The TPC will be appointed to oversee the detailed development, review and monitoring of the TP. They will play a key role in ensuring the objectives and targets are being met and that the measures are being implemented. They will also maintain commitment and support from residents by being the main point of contact for residents requiring information and raising campaigns to promote the Travel Plan and the measures within it. Although the individual is responsible for the day-to-day running and coordination of the TP initiatives, it will not be a full-time post.

The TPC will be responsible for:

- Overseeing the further development and implementation of the TP for the site;
- Maintaining commitment and support from London and Quadrant Housing Trust and the residents on site;
- Designing and implementing effective marketing and awareness raising campaigns to promote the Travel Plan and sustainable modes of travel to the site;
- Working with the London and Quadrant Housing Trust or whoever is responsible for this, to organise the distribution of parking permits within the on-site car park and overseeing the management of the car park;
- Acting as a point of contact for all residents;
- Providing a contact with external organisations such as relevant local authority and transport operators;
- Coordinating the monitoring programme including setting and reviewing targets and liaison with LBL; and
- Presenting a business case to secure funding for Travel Plan development and ensuring its efficient and effective use.



#### 9.4 Travel Plan Monitoring

Monitoring of Travel Plans is required to ensure compliance with Section 106 agreements and planning obligations/agreements. Monitoring is also an essential consideration in the implementation of this TP as the results determine what measures are successful, whether any new measures should be adopted and if the objectives and targets are being met. It also helps to set new objectives and targets in future.

The TP will be legally enforced by the LBL as stated in the legal agreement. The borough will require a robust monitoring strategy to:

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

Following occupation of the site, a baseline survey will be undertaken within the first six months of occupation or at 75% occupancy, whichever comes first. The results of the survey will provide the revised baseline travel patterns (an update to those provided in this TP from Census 2011) and will determine the future targets for years 1, 3 and 5. The targets shown in this Travel Plan will therefore be revised.

The travel monitoring surveys that will be undertaken in interim years 1 (a year after the initial baseline survey), 3 and year 5 will be undertaken in accordance to the TfL travel plan monitoring methodology, like the baseline survey, using similar residential travel diaries to that used for iTRACE and TRAVL.

This methodology currently involves a one-day survey of the site including multi-modal counts at the site's entrances to establish the number of vehicle, pedestrian and cycle movements along with residential travel diaries asking for their travel patterns on the day of the survey. Information such as time of departure and arrival, postcode of where they travelled to and methods of travel (main and final mode) to and from the site are collected. A parking and delivery/servicing count will also be undertaken.

Further information about the surveys is provided in Chapter 6 'Travel Surveys' and an example residential travel diary and covering letter are provided in Appendix D.

Surveys will need to record not just the travel patterns but also the uptake and effectiveness of individual measures. It may therefore be desirable to set up focus groups with the residents to examine the effectiveness of measures.

The TPC will be responsible for ensuring the travel surveys are undertaken and will report the results to the LBL to record for travel plan monitoring purposes alongside monitoring reports which would also be prepared to ensure compliance with planning conditions/agreements. These reports will be prepared for LBL within 3 months of the completion of surveys. The Travel Plan monitoring data will provide LBL with data to inform their annual monitoring reports and to assist in borough-wide progress in achieving their local objectives.

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

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



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## 10.0 Marketing and Promotion

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- 10.1 The Travel Plan will be communicated to the residents of the new properties and where practical, to the wider audience using a Travel Plan pack containing all details of the plan and the connectivity of the site. The details of this are provided in Chapter 8 on measures.

Where appropriate, this information can be displayed over the web, using a simple web site.

The participating members will be encouraged to widen membership by taking neighbours and local friends on journeys to demonstrate the success and benefits.



## 11.0 Securing and Enforcing

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### 11.1 Securing and Funding the Travel Plan

This TP forms Condition 32 of the Planning Permission.

London and Quadrant Housing Trust will ensure that suitable funding is provided to make sure measures can be implemented and that ongoing monitoring and review can take place in accordance with that set out in this TP.

### 11.2 Enforcement

Conditions attached to a planning permission are enforceable against any developer who implements that permission and any subsequent occupiers of the site. Planning obligations will be enforceable against the person who entered into the obligation and any person deriving.

If the monitoring and review process finds that the TP is under performing and targets are not being achieved, the TP coordinator will need to arrange for a meeting with the LBL to discuss the issues and identify where improvements needs to be made. The possible reasons for the failure will be discussed and further improvements or new measures agreed to ensure targets are met in future. The areas of weakness will then need to be reviewed regularly to ensure progress is achieved and any new measures introduced will need to be marketed to the residents.

### 11.3 Remedial Measures

The specific details of the remedial measures will depend on the nature, scale and severity of the transport impacts if the aims and/or targets are not achieved, and any sanctions and payments need to be reasonable and proportionate. There are a range of sanctions that might be used for a site like this:

- Implementation of works expected to resolve the failure to achieve agreed outcomes/targets
- Payments to the LBL to cover the costs of implementing measures which were agreed but not implemented
- Payments to the LBL to cover the cost of taking action to deliver the agreed targets where these have not been achieved
- Limitations on the way the site can be used in future, such as partial occupation or restriction on implementation of site extensions in the future.

Any default mechanisms put in place must meet the requirements set out in the Community Infrastructure Levy (CIL) Regulations (2010) governing the use of planning obligations. In particular, it is important to emphasise that the payments identified in section 10.3 above are not financial penalties, but are a means of addressing any shortcomings in delivery of the targets.



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## Appendix A – Proposed Development Layout Plan

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## Appendix B – TfL’s Local Cycle Guide 7

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## Appendix C – Bus Stop Location Plan

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## Appendix D – Proposed Travel Survey Forms

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## **Feasibility** Research

EIA, Flood Risk &  
**Transportation**  
Assessment

Urban Planning and  
**Design**

**Integrated** Transport  
Solutions

**Infrastructure**  
Development

**Structural** Design

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