



TRAVEL PLAN

PROPOSED MIXED USE DEVELOPMENT Former Lamorbey Swimming Centre, Sidcup

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Prepared For: Montreaux Ltd.

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INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by Montreaux Ltd to prepare a Travel Plan in relation to the development of the former Lamorbey Swimming Centre in Sidcup.
- 1.2 The scheme, which is approved, includes the development of 27 dwellings and a gymnasium, situated on the ground floor. It is understood the planning proposals for the development were granted in August 2022 (Ref: 21/01641/FULM).
- 1.3 This Travel Plan has been prepared to discharge two specific planning conditions, as follows.
- 1.4 Condition 19 of the Decision Notice states:

"Prior to the occupation of the development, a Travel Plan incorporating measures to reduce car traffic by encouraging travel to and from the site by other means of transport shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall include a methodology for its implementation and monitoring including details of travel plan packs which should include:

- 1. A map of the local area showing roads and walking routes;*
- 2. A bus map of the local area and contact data for bus companies;*
- 3. Train timetables;*
- 4. A cycle network plan;*
- 5. Details of local taxi companies; and*
- 6. Details of local facilities, including the location of shops, hospital, schools, doctors, dentist, etc.*

The approved travel plan packs shall be provided to each resident prior to first occupation of the residential and/or commercial units approved as part of this development. The development shall not be occupied or operated other than in complete accordance with the agreed Travel Plan."

- 1.5 Condition 20 of the Decision Notice states:

"Notwithstanding the approved plans, details of cycle parking including locking/storage provision, overall means of enclosure and security measures shall be submitted to and approved in writing by the Local Planning Authority before any part of the development



hereby permitted is occupied. The approved arrangements shall be provided before any part of the development is first occupied and shall be permanently maintained thereafter."

- 1.6 Therefore, this Travel Plan aims not only to promote themes of sustainable and active travel at the proposed development, but also to satisfy the above planning conditions.
- 1.7 A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices and reducing reliance on the car. It involves the development of a package of support, initiatives, and targets that together can enable individuals on a site such as this to reduce the impact their travel has upon the local environment.

Development Proposals

- 1.8 The site is located at Station Road, approximately 0.9km north of the suburban centre of Sidcup. The development proposals see the demolition of the Lamorbey Swimming Centre to provide new residential and commercial development comprising 3x 1-bed flats, 20x 2-bed flats, 4x 3-bed flats and gymnasium. During Pre-App, the London Borough of Bexley (LBB) confirmed the site is suitable for "low-car residential accommodation", as such, the development is to provide 10 car parking spaces (one of which is disabled) to the west of the site, for residential use only. No dedicated parking will be provided for the associated gymnasium.
- 1.9 It is bound to the east by Station Road, to the north and south by retail units, and to the west the site is bound by an area of paved hardstanding (which is currently within the applicant's private ownership), beyond which is Old Farm Avenue Public Car Park.
- 1.10 The location of the development is shown in **Figure 1.1** overleaf; whilst **Appendix A** includes a layout plan of the site.

Figure 1.1: Indicative Site Location



(Source: Google Earth)

Developer's Commitment to Travel Planning

- 1.11 Montreaux Ltd recognise that by developing a Travel Plan, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring that, where possible, all residents are able to make informed journey choices.
- 1.12 Residential travel plans can deliver a wide range of benefits to developers themselves, as well as to residents and the wider community. At the sales and marketing stage a proactive Travel Plan can assist a residential developer in promoting a site as an accessible and sustainable location to live, with a range of travel options available to prospective residents. This process enables residents to make a fully informed decision when choosing to move to the site, taking into account the site's location relative to sustainable travel options, and the knock on effect this may have upon reducing the need to use a car for regular or one-off journeys.
- 1.13 The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which developers can minimise the level of car based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.



- 1.14 The individual benefits to be derived through the use of sustainable travel options range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.
- 1.15 Recognising these benefits Montreaux Ltd are fully committed to the process of delivering this Travel Plan in taking the development forward. Furthermore, they are committed to providing the appropriate level of resource to ensure the continued strategic implementation of the measures contained within this document, monitoring the progress of the plan, and amending it where necessary.

The Travel Plan Vision

- 1.16 The vision for this Travel Plan is to:

"Make the development a place where residents, visitors and staff can be fully informed when choosing travel modes for undertaking both regular and one-off journeys, and in doing so reduce their reliance upon the private car and the resultant impact on the local environment."

Travel Plan Aims and Objectives

- 1.17 To achieve this vision, the aims of this Travel Plan are to:
- Clarify the measures that the developer will deliver at the site;
 - Maximise the attractiveness of the development to potential residents, visitors and staff by highlighting the accessibility of the site by a range of travel options; and
 - Minimise the effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.
- 1.18 As a result, the objectives of the Travel Plan are to:
- Identify the range of travel options available to the site;
 - Identify the mechanisms required to maximise the use of sustainable travel modes amongst residents; and
 - Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.



DEVELOPMENT ACCESSIBILITY

Introduction

- 2.1 This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage trips to the site by foot, bicycle or public transport, rather than by car.

Active Travel Options

Pedestrian Access

- 2.2 Guidance provided by the Institute for Highways and Transportation (IHT) on the preferred maximum walking distance by journey type is provided in **Table 2.1**, below; for commuting to work this is two kilometres.

Table 2.1: Walking Distances by Journey Type

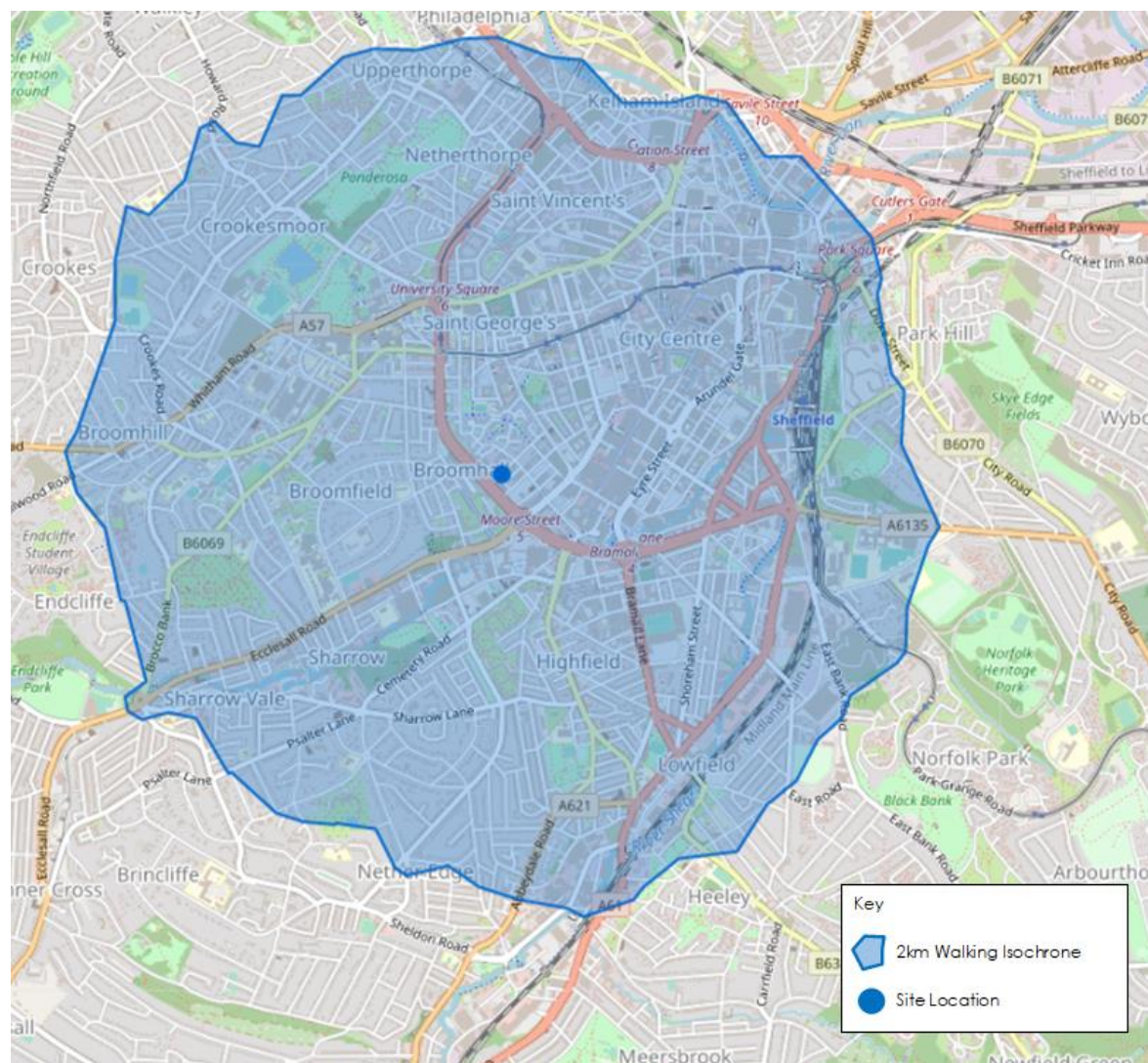
Criteria	Commuting / School
Desirable	500m
Acceptable	1000m
Preferred Maximum	2000m

(Source: IHT)

- 2.3 A 2km walking catchment from the site, as shown on **Figure 2.1**, includes the entirety of Lamborbey, as well as the majority of the surrounding areas of Sidcup, Blackfen, and Albany Park
- 2.4 Primary access to the development will be from Station Road, along the eastern boundary of the site, additional access is provided from the western boundary via a private access road.
- 2.5 There are continuous, lit, footways on both sides of Station Road, which runs broadly north-south within the vicinity of the site providing dedicated pedestrian routes towards Sidcup town centre (to the south). Additionally, dropped kerbs with tactile paving can be found across minor junctions throughout. Moreover, running south from the site access, on approach to Sidcup town centre, a puffin crossing with a central pedestrian refuge can be found after a distance of approximately 680m, allowing for pedestrians to safely cross the road.
- 2.6 There is a signal-controlled crossing within the immediate vicinity of the site access, connecting Station Road to Halfway Street / Hurst Road, this signalised T-junction includes

pedestrian islands across all three arms, with dropped kerbs and tactile paving on all approaches.

Figure 2.1: 2km Walking Catchment

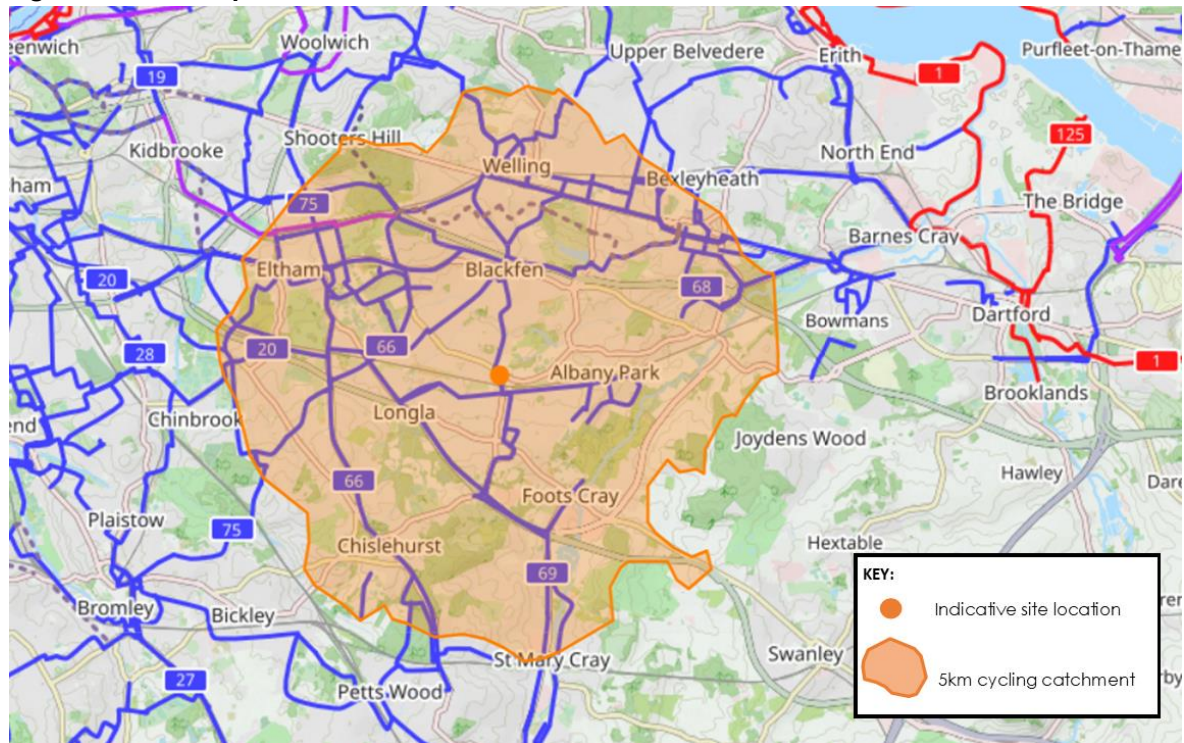


(Source: Open Street Map)

Cycle Access

- 2.7 Cycling can be a substitute for car trips, particularly those of up to 5km, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car. A 5km catchment of the site includes Lamorbey, Sidcup, and Chislehurst, as well as parts of Eltham and Bexleyheath. **Figure 2.2** illustrates a 5km cycle catchment from the site access point.

Figure 2.2: 5km Cycle Catchment



(Source: Open Street Map)

- 2.8 Whilst there is no formal cycle infrastructure within the immediate vicinity of the site, a number of cycle routes can be accessed. Notably, National Cycle Network (NCN) Route 67, can be accessed to the immediate site frontage along Station Road, running broadly north-south within its vicinity. Nationally, NCN 67 is a long-distance cycle route running between Leeds and London; more locally, from Station Road, NCN 67 runs broadly north towards East Wickham and south towards the local centre of Sidcup, making it an attractive route for employment purposes.
- 2.9 Running broadly south along NCN 67, the route adjoins NCN 20 on approach to Froggnal Corner, after a distance of 2.2km (or an 11-minute cycle). Similarly, NCN 20 is a long distance cycle route running between South London (Wandsworth) and Brighton, for a distance of 46km. Within the vicinity of Froggnal Corner, NCN 20 runs broadly east-west, adjoining many other local cycle routes such as NCN 28, 66 and 75, offering a considerable cycle network catchment, with most major routes signposted throughout.

Local Public Transport Options

Bus Services

- 2.10 The nearest bus stop to the site is located approximately 50m south of the site access, along Station Road. This northbound stop comprises of a dedicated layby, flagpole, timetable information and bus cage. Additional bus stops can be found approximately 110 / 170m east of the site access along Hurst Road, with both the eastbound and westbound services benefitting from a bus shelter, bus cage, timetable information and flagpole. This makes travel by bus a viable and attractive option for future residents and employees at the site. **Table 2.3** details the service available from the stops on Station Road / Hurst Road.

Figure 2.4: Location of nearest Bus Stops



(Source: Google Maps)



Table 2.3: Bus Service Frequency

Service		Approximate Day Time Freq.		
		Weekday	Saturday	Sunday
Station Road				
51	Woolwich – Orpington via Sidcup	12 mins	12 mins	15 mins
286	Cutty Sark – Queen Mary's via Sidcup, Eltham & Greenwich	10 mins	10 mins	20 mins
625*	Plumstead Common - Chislehurst	2 AM / PM Services	-	-
Hurst Road				
229	Thamesmead – Queen Mary's via Sidcup	10 mins	10 mins	15 mins

(Source: Transport for London) (* School Service)

Rail Services

- 2.11 The closest railway station to the site is Sidcup station, which is located just a 5-minute walk to the south along Station Road.
- 2.12 Sidcup railway station benefits from 32 cycle storage spaces, a range of facilities such as waiting rooms and eateries.
- 2.13 The station has 2 platforms, step-free access to Platform 1 can be gained via the main station entrance off Jubilee Way; for Platform 2, step-free access can be gained via a ramp off Station Road, making Sidcup Category B1 accessible.
- 2.14 **Table 2.4**, below, outlines the key destinations accessible from Sidcup railway station.

Table 2.4: Sidcup railway station services

Destination	Frequency
London Charing Cross via London Bridge	2 per hour
London Charing Cross via Lewisham	2 per hour
Gravesend	2 per hour
Dartford	2 per hour
London Cannon Street via Lewisham	2 per hour*
Greenwich	2 per hour*
London Blackfriars	1 per day

(Source: National Rail) (*During Peak Hours Only)



Enterprise Car Club

- 2.15 The nearest Enterprise Car Club vehicle to the development is located on Selbourne Road, which is located approximately 1.4km south-east of the development. From Selbourne Road, a Peugeot 208 is available, at the cost of £9.53 an hour.

Local Amenities

- 2.16 **Table 2.4** outlines the local amenities which are located within a 5-minute walk of the site.

Table 2.4: Local Amenities

Amenity	Distance	Walk Time
PureGym	-	-
Station Road Post Office	20m	1 min
Station Road Eateries	~20-80m	~1 – 2 mins
Melk Coffee Co	100m	2 mins
Shaxa's Barbers	140m	3 mins
The Iron Horse (Pub)	160m	3 mins
The Hair Movement Salon	215m	3 mins
Sidcup Station	320m	4 mins
Sidcup Leisure Centre	335m	5 mins

(Source: Google Maps)

- 2.17 As can be seen, there are a number of key retail and leisure amenities accessible within a 5-minute walk of the site. Within the immediate vicinity of the site a number of eateries can be accessed along Station Road, as well as a Post Office. In addition to this, the development is inclusive of a PureGym.

Health and Education

- 2.18 **Table 2.5**, overleaf, outlines the primary health / education facilities located within a 20-minute walk of the site, and within a 30-minute walk of the site for secondary education facilities.



Table 2.5: Health and Education Facilities

Destination	Distance	Walk Time
Primary Health		
Sidcup Dental Spa	390m	6 mins
Roadnight Pharmacy	420m	7 mins
Albany Medical Centre	420m	7 mins
Aspire Pharmacy	1.4km	20 mins
Education		
Monkey Puzzle Sidcup Day Nursery & Preschool	480m	9 mins
Chislehurst and Sidcup Grammar School	550m	8 mins
Bird College	720m	10 mins
West Lodge Prep School	810m	11 mins
Hurstmere School	1.1km	15 mins
Bexley Manor Nursery School	1.4km	13 mins
Melton Court School	1.8km	24 mins
Cleeve Park / Cleeve Meadow School	2.1km	29 mins

(Source: Google Maps)

- 2.19 As can be seen, there are a number of health and education facilities located within the walking distances outlined in the accessibility standards.

Employment

- 2.20 Given the developments proximity to the suburban centre of Sidcup, it is assumed there is a range of employment available to residents. As discussed previously, the site is located within 50 – 170m (a 2-minute walk) of bus stops along Station / Hurst Road. These bus stops can be used to access opportunities for employment in the city centre and the surrounding areas. Moreover, frequent services from Sidcup Train Station are available where direct, frequent, onward services are available to a range of key local and regional destinations.

Summary

- 2.21 Overall, the site is within easy reach from surrounding areas on foot, by bike or public transport. Moreover, it is considered that there is high quality sustainable transport infrastructure within the vicinity of the development site.



TRAVEL PLAN MEASURES

- 3.1 The key to a successful Travel Plan programme is to identify the most suitable modes of transport that are realistic and practical for residents and employees of a site such as this to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of Travel Plan measures is therefore, proposed, which residents, visitors and employees can pick and choose from as they consider appropriate.
- 3.2 As there is no parking provided for gym staff or guests, the primary focus of this Travel Plan will be residents. However, opportunities to engage with gym staff and guests will be identified as appropriate.

Travel Plan Management and Resources

- 3.3 It is recognised that an important element of the success of this Travel Plan will be the appointment of a Travel Plan Coordinator (TPC). The TPC will have overall responsibility for the development, implementation and management of the Travel Plan strategy at the site.
- 3.4 The appointed management company is committed to promoting the measures contained within the TP and supporting the broader sustainable travel programme. To this end, they will appoint a Travel Plan Coordinator when the development is first marketed, who will be responsible for the delivery of the Travel Plan. Montreaux Ltd, the applicant for the scheme, will be responsible for appointing a Travel Plan Coordinator. The TPC will be in post for 3-years post first occupation of the development.
- 3.5 The role of the TPC will include (but not be limited to):
- Preparation and distribution of travel information and marketing materials;
 - Liaising with the sales team to ensure the sustainable travel credentials of the site are promoted from the outset;
 - Engaging with residents and employees on travel and transport related issues;
 - Liaising with other interested parties, including the local authority; and
 - Coordinating the annual monitoring process.



Travel Plan Engagement and Information Provision

- 3.6** The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all residents, staff and visitors at the development. This will primarily be achieved through the following channels.

Engagement Strategy 1: Sustainable Travel Guide

- 3.7** A sustainable travel guide will be prepared; this will provide a summary of the range of travel options available to residents and employees and will direct people to online sources of further information and tools. It will also contain a handy map, illustrating the location of the development in relation to key local destinations and sustainable transport options.
- 3.8** The guide will be distributed to all future potential residents to help ensure that they are aware of the range of travel options available to them prior to making the decision on whether to purchase a new home at the development. Subsequently, it will be distributed to all new residents alongside their welcome pack, at the point at which they first occupy their home in order to ensure that the Travel Plan message is reinforced. It will be distributed to all employees during their induction, or similar.
- 3.9** An example sustainable travel guide, prepared by TPS Transport Consultants Ltd on behalf of another residential development, and similar to the one that could be prepared for the development, can be seen in **Appendix B**. The content of the travel guide will be reviewed regularly, and a re-print will be done, as required, to reflect any changes to local travel options.
- 3.10** A copy of the Travel Guide will be submitted to the Council for approval, prior to occupation.

Engagement Strategy 2: Sustainable Travel Newsletter / Update

- 3.11** To ensure continued engagement with residents and employees, a sustainable travel newsletter (or similar) will be issued to all occupied dwellings on an annual basis throughout the three-year travel plan delivery period. The newsletter offers the opportunity to re-promote the various local transport options and to update residents / employees as to any changes to local infrastructure / services.



Engagement Strategy 3: Explore the Provision of Discounts

- 3.12 Prior to the preparation of the Travel Guide, and then on an ongoing basis through the Travel Plan period, the TPC will explore opportunities to provide sustainable travel related discounts to all residents and employees. This could include, but not be limited to, discounts with a local or regional cycle shop to purchase bikes, cycle accessories or cycle servicing, discounts with an active / outdoor clothing company for the purchase of running shoes, outdoor clothing or activewear, or discounts with a local car club for residents / employees to travel sustainably by car.

Engagement Strategy 4: Provision of a Sustainable Travel Information Notice Board

- 3.13 A noticeboard will be provided within a visible public area of gym. This noticeboard will be used to promote sustainable transport initiatives locally and provide up-to-date travel information. The TPC will be responsible for monitoring this noticeboard to ensure all information is updated, where relevant.

Walking Specific Measures

- 3.14 Walking contributes towards maintaining fitness levels and research indicates that 30 minutes brisk walking per day could halve the risk of heart disease. It is also the most sustainable form of transport as it is 'zero carbon' and does not use any capacity on public transport.
- 3.15 It has already been identified that a range of desirable local amenities are accessible on foot or by bike from the development site. The TPC will, therefore, promote walking for local trips.

Walking Strategy 1: Promote and encourage walking, including the benefits of doing so, through the distribution or displaying of promotional material

- 3.16 Walking will be marketed through the communication channels outlined earlier. In particular this marketing material will include:
- Promotion of benefits in terms of health, finances, social interaction etc;
 - Promotion of national and local walking campaigns and initiatives;
 - Promotion of local walking routes and journey planners, including access to xxx;
 - and
 - Details of key local destinations within walking distance on a map.



Cycling Specific Measures

- 3.17 Cycling also has many benefits in terms of health, fitness, mental well-being and reliability. In periods of traffic congestion and over short distances cycling offers competitive journey times with motorised transport and has a minimal impact upon highway capacity and the environment, as compared with vehicular trips.

Cycle Strategy 1: Promote and encourage cycling by distributing or displaying promotional material, which outlines the benefits

- 3.18 Cycling and its various benefits will be marketed through the communication channels outlined earlier. In particular, the marketing will include:
- The benefits of cycling (health, financial, environmental etc);
 - Details of local cycle routes; and
 - Details of local cycle groups.

Cycling Strategy 2: Provision of Cycle Parking Facilities

- 3.19 As covered at the outset of this report, there is a planning condition relating to the need to provide suitable cycle parking infrastructure at the development.
- 3.20 The London Plan sets out minimum cycle parking standards for new developments, as summarised in Table 3.1 below:

Table 3.1: Extract from London Plan cycle parking standards

Land Use		Long Stay	Short-Stay
C3-C4	Dwellings (all)	1 space per studio, 1.5 spaces per one-bedroom unit and 2 spaces per all other dwellings.	1 space per 40 units
D2	Gym	1 space per 8 staff	1 space per 100sqm

- 3.21 The development comprises 27 dwellings (3x1B; 20x2B; 4x3B) plus a 1239sqm gym. For the residential development the minimum space requirement is therefore 43 long stay spaces and 1 short stay space. The gym requires up to 2 spaces for staff and 13 short stay spaces.
- 3.22 As illustrated on the ground floor layout plan, found in **Appendix A**, cycle parking will be provided in three principal areas. Below details the provision to be made within each of these areas:



- Accessed from the east of the building, internal locked store provided exclusively for residents, measuring 7805 x 3095. To include the following, providing a total of 24 secure long-stay cycle parking spaces:
 - 5 two-tier cycle racks, accommodating 10 bikes. The specification of these two-tier racks will match or be equivalent to the [Turvec '2 Park Up Two-Tier Bike Rack'](#);
 - Toaster bike racks configured to provide 7 hoops, accommodating 14 bikes. The specification of these toaster racks will match or be equivalent to the [Turvec Toast Bike Rack](#).
- Accessed from the south of the building, internal locked store provided exclusively for residents, measuring 555 x 4205. To include the following, providing a total of 20 secure long-stay cycle parking spaces:
 - 7 two-tier cycle racks, accommodating 14 bikes. The specification of these two-tier racks will match or be equivalent to the [Turvec '2 Park Up Two-Tier Bike Rack'](#);
 - Toaster bike racks configured to provide 5 hoops, accommodating 10 bikes. The specification of these toaster racks will match or be equivalent to the [Turvec Toast Bike Rack](#).
- To the west of the building, externally, a combination of short stay cycle parking spaces (x 14) and secure lockable long-stay cycle parking spaces (x 4) will be provided, with the lockable spaces providing long-stay cycle parking provision for gym staff. This will be configured as follows:
 - Toaster bike racks configured to provide 7 hoops, accommodating 14 bikes. The specification of these toaster racks will match or be equivalent to the [Turvec Toast Bike Rack](#).
 - Bikehanger secure, weather-resistant cycle store, accommodating 4 bikes. The specification of the Bikehanger will match or be equivalent to the [Cyclehoop Mini Bikehanger](#).

3.23 In total, therefore, the following cycle parking provision will be made:

- Secure long-stay cycle parking for residents: x 44 spaces
- Secure long-stay cycle parking for gym staff: x 4 spaces
- Short stay external cycle parking for visitors: x 14 spaces

Cycling Strategy 3: Promote Cycle to Work Scheme



- 3.24 Cycle to Work schemes allow staff to buy a bike and related equipment through a salary sacrifice arrangement. The scheme works in a similar way to the childcare voucher scheme, where the costs of the bike are deducted from pay before tax and national insurance deductions are applied. Pure Gym will be encouraged to offer the cycle to work scheme to employees.

Public Transport Specific Measures

- 3.25 Residents, gym staff and gym users may initially be unaware of their public transport options. Through the provision of easy to use travel information they can be encouraged to use bus / rail services. With this in mind, information on the public transport opportunities will be made available via the range of communication channels identified earlier.
- 3.26 Furthermore, with a range of user friendly, easily accessible journey planning tools now available online, it is quick and simple to plan a journey whether for commuting or leisure purposes.

Public Transport Strategy 1: Public Transport will be marketed as a sustainable and practical mode of transport, and the benefits of using it highlighted, by distributing or displaying promotional material via the aforementioned communication methods

- 3.27 Travel by public transport will be marketed through the communication channels identified earlier, and in particular will include the following:
- Access to public transport journey planners, including the TfL journey planner;
 - Access to downloadable real time bus and rail information at <https://tfl.gov.uk/> ;
 - Access to bus operator apps, which include real time bus tracking functions, timetable information and mobile payment options;
 - Details of ticketing options, available from bus and rail operators or via <https://tfl.gov.uk/> .

Sustainable Car Use Measures

- 3.28 A number of trips may only be practically possible by car (such as long-distance journeys, trips at night and journeys to locations inaccessible by active travel or public transport). Effective Travel Plans are not anti-car campaigns but rather are aimed at empowering residents / employees to make information travel choices. The promotion of car sharing will, therefore, be a key element to this strategy.



Sustainable Car Use Strategy 1: Promote Car Sharing

- 3.29 Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car.
- 3.30 A great deal of car sharing is arranged informally; however, to assist those that wish to make more formal arrangements to either offer or find a lift, the Liftshare car share scheme (<https://liftshare.com/uk/>) will be promoted. The scheme will be promoted to both prospective and existing residents / employees by the way of the aforementioned travel guide and newsletter.

Sustainable Car Use Strategy 2: Promote Electric & Hybrid Vehicles

- 3.31 Not only is it important to encourage residents to use alternative forms of transport to car, it's also important to encourage them to make more sustainable choices when travelling by car. The benefits of electric vehicles and finance options available will be promoted to residents through the travel guide and newsletter, along with further sources of information.



TARGETS, MONITORING AND REPORTING

Travel Plan Targets

- 4.1 Targets are essential to ensure that everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- **S**pecific
- **M**easurable
- **A**chievable
- **R**ealistic
- **T**ime-bound

Action-type Targets

- 4.2 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved.
- 4.3 The action-type targets specific to this Travel Plan have been outlined in the action plan contained at **Appendix C**, which identifies key delivery timeframes and responsibilities.

Aim-type Targets

- 4.4 Aim-type targets are quantifiable targets against which the effectiveness of the Travel Plan in achieving its stated aims and objectives can be measured. In order to set aim-type targets it is first necessary to have a 'baseline' against which progress can be assessed.
- 4.5 In this instance, the likely baseline mode split has been taken from 2011 Census data for 'Method of Travel to Work' for Middle Super Output Area Bexley 027 (in which the development lies), which provides a modal split for the area; this is summarised in **Table 4.1**, below. A target to achieve a 10% reduction in the use of the car has then been set. In this instance, the targets are focussed upon resident travel.



Table 4.1: Baseline Mode Split

Mode	Proportion (%)	Target Proportion (%)
Underground, metro, light rail, tram	2.3%	Remaining split between other modes
Train	35.5%	
Bus, minibus or coach	8.0%	
Taxi	0.8%	
Motorcycle, scooter or moped	1.0%	
Driving a car or van	40.6%	36.54%
Passenger in a car or van	2.6%	Remaining split between other modes
Bicycle	1.4%	
On foot	7.7%	
Total	100%	100%

(Source: NOMIS. Bexley 027)

Travel Plan Monitoring

Monitoring and Review Strategy 1: Baseline Travel Survey

- 4.6 A baseline resident travel survey will be undertaken 6 months after first occupation of the site. This travel survey will be used to establish the baseline travel patterns associated with the residents, from which the Travel Plan targets can be adjusted from if required. Within 3 months of the baseline travel survey, results will be collated in a monitoring report and submitted to the Travel Plan officers at LBB.

Monitoring and Review Strategy 2: Follow-up Travel Surveys

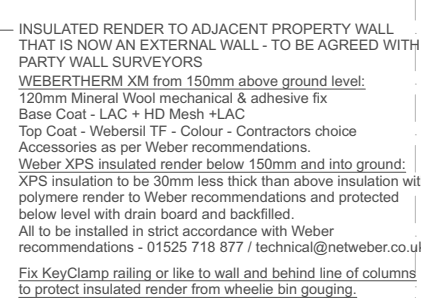
- 4.7 Following the initial baseline survey, two subsequent annual resident travel surveys will be undertaken, around the anniversary of the baseline survey (for a total of three monitoring exercises). The results of the follow up surveys will allow the TPC to monitor the success of the Travel Plan in achieving the agreed targets to reduce the proportion of drive alone commuting trips generated by the development.
- 4.8 The TPC will feed the survey results back to Travel Plan officers at LBB annually, and will make appropriate and practical changes to the Travel Plan programme moving forward, if required and as agreed with LBB. This reporting will take the form of the submission of an 'Annual Monitoring Report'.



Appendix A

Site Layout Plan

EXTERNAL DIMENSIONS IN **GREEN ITALICS** ARE CALLED OUT AS NON-BRICK DIMS



GROUND FLOOR & SITE PLAN
1:100

18	FOR CONSTRUCTION	RS	MB	18/05/2023
17	BUILDING CONTROL	RS	MB	27/03/2023
16	FOR CONSTRUCTION	RS	MB	16/03/2023
15	BUILDING CONTROL	RS	MB	21/10/2022
14	FOR CONSTRUCTION	RS	MB	22/06/2022

REV	DESCRIPTION	DRAWN	CHECKED	DATE
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CREATE

DESIGN + ARCHITECTURE
Wigglesworth House 69 Southwark Bridge Road London SE1 9HH
+44 207 021 0267 info@createdesign.org www.createdesign.org

CLIENT: MONTREAUX STATION ROAD SIDCUP LIMITED

PROJECT: STATION ROAD

BUILDING: SIDCUP DA15 7AA

ADDRESS: _____

DRAWING NAME: GROUND FLOOR PLAN
DRAWING SERIES: GA PLANS

CDA REF:	SCALE(S):	ORIGINAL PAPER SIZE:
589	1:100	A1

REVISION: 18
REVISION DESCRIPTION: FOR CONSTRUCTION

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	CLASS	NUMBER
589	- CDA	- ZZ	- ZZ	- DR	- A	- 20	0100



Appendix B

Example Travel Guide



Explore your

TRAVEL CHOICES @ Waverley Central

CATCLIFFE

**OFFERS FOR
RESIDENTS**
See inside



WELCOME

MOVING HOME IS AN EXCITING TIME THAT CAN MEAN CHANGES TO YOUR LIFESTYLE AND DAILY ROUTINES.

Having recently moved into your home at Waverley Central, you may be wondering what local travel options are available to you. This guide provides a summary of the travel choices you could make, with a focus on more sustainable and environmentally friendly options.

Sky House recognise the responsibility to reduce the impact of developments upon the local community and the

environment, and by publishing this guide we hope to minimise the amount of unnecessary car journeys made.

This guide provides links to some really useful information and resources. Plan a journey by public transport, explore local cycle maps, read up on the benefits of electric vehicles and much more!

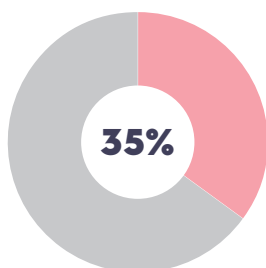
Plus, get access to a range of exclusive discounts through the Travel Choices programme.



WHY CONSIDER YOUR LOCAL TRAVEL CHOICES?

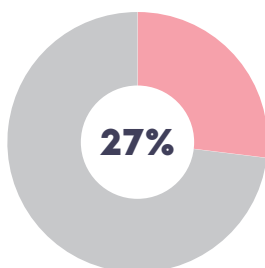
The car is, for many reasons, the most commonly used travel option in the UK. There are, however, a growing number of reasons why we should all consider whether we could swap the use of the car for more sustainable options, even if just some of the time.

Benefits associated with increased use of sustainable travel options can include reduced local congestion, improved air quality, better health and wellbeing and lower travel costs. Use of sustainable travel options can therefore be better for our local community, our environment, our bodies and our bank balance.



Over **35%** of trips under two miles are made by car

Based on 2019 data



Transport is the biggest greenhouse gas emitter in the UK, making up **27%** of all emissions, with over half of this from cars.



The average driver loses **115 hours** per year in road congestion

Based on 2019 data



It takes just over **15 minutes to walk to Boundary Outlet, or around 5 minutes by bike.** If you switched just one return journey per week to the Outlet away from the car, you could save the same amount of **CO₂** it takes to charge your smartphone **2,603 times** across the year.



LET'S GET ACTIVE

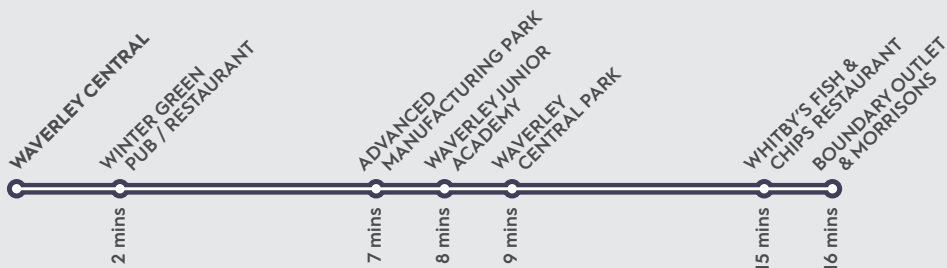
We all know that regular physical activity is incredibly beneficial to us. On a personal level it can, therefore, make a lot of sense to walk, cycle or run when we can rather than getting in the car.

Beyond the health benefits we should not, however, overlook the wider benefits that riding a bike or walking more regularly can have on our local community and the wider environment.

Undertaking local journeys on foot or by bike can help contribute towards reduced local congestion, less parking pressures, and improved air quality, making the streets around your home more pleasant and safe for all.

Not to mention the fact that active travel choices are extremely cheap (even free) when compared to other options!

APPROX TIME TO TRAVEL ON FOOT





Cycling is a great way to get around, and there has never been a better time to get out on your bike whether alone, with friends or with your family. The area around Waverley Central caters for cyclists very well.

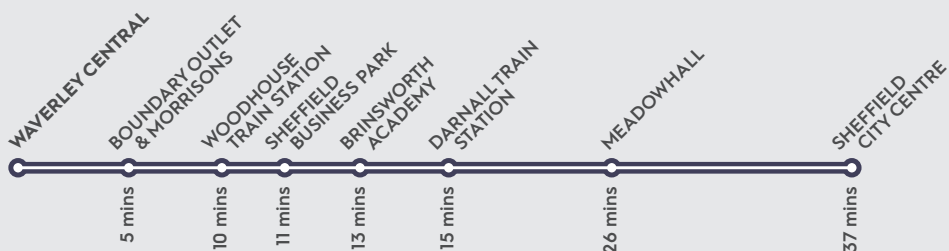
Many of the main local roads have cycle lanes that are separated from traffic, and many of the smaller roads are advisory routes on the Sheffield Cycle Network, with low traffic and low speeds. At Sheffield Business Park you can also access National Cycle Network route 67,

which runs all the way into Sheffield centre on a mainly traffic free route!

You can find a complete map of the cycle routes in Sheffield at sheffield.gov.uk/cycling

If you are looking to undertake a journey by bike, but are unsure which route to take, cyclestreets.net is a great online tool to use. Designed specifically for cyclists it lets you plan a journey, informs you of route options available, shows how hilly the route is and even how much CO₂ you will save.

APPROX TIME TO TRAVEL BY BIKE





EXPLORE YOUR PUBLIC TRANSPORT OPTIONS

TRAVEL BY BUS

Local bus stops are available on Mitchell Way and Highfield Spring, both just a short walk from your home at Waverley Central.

Service 73 First Bus

Rotherham – Sheffield

This service operates once per hour, through the day, Monday to Sunday. Available from Mitchell Way and Highfield Spring.

Service X54 TM Travel

Harthill - Sheffield

This service operates once per hour, through the day, Monday to Saturday. Available from Mitchell Way and Highfield Spring.

Service X74 TM Travel

Sheffield – Meadowhall

This service operates once per hour, in each direction, Monday to Friday. Available from Highfield Spring.

TRAVEL BY TRAIN

Darnall and Woodhouse are the closest train stations to Waverley Central. Darnall has no cycle parking facilities, and no car parking facilities. However, for those wishing to cycle to the station, you will find plenty of cycle parking available at Woodhouse station, there is also limited car parking there. Both stations are just a short cycle ride away from Waverley Central and both stations sit on the same line and offer regular services between Lincoln and Sheffield, with many services also extending to Barnsley and Leeds, via Meadowhall.

Sheffield station gives access to a range of frequent national train services, including services to London, Manchester, Edinburgh and much more! It takes just 8 minutes to reach Sheffield on a train from Darnall, or 13 minutes from Woodhouse.

A top-down view of a workspace. In the top right, a portion of a silver laptop is visible, showing the keyboard with keys like 'Q', 'W', 'E', 'R', 'T', 'Y', 'U', 'I', 'O', 'P', 'A', 'S', 'D', 'F', 'G', 'H', 'J', 'K', 'L', 'Z', 'X', 'C', 'V', 'B', 'N', and 'M'. A pair of black-rimmed glasses with thin temples rests on the laptop's trackpad. To the right of the glasses is a white ceramic cup filled with black coffee. In the top left corner, a small, light-colored pot holds a green plant with long, thin leaves. The background is a plain, light-colored surface.

USEFUL PUBLIC TRANSPORT LINKS AND RESOURCES

Below is some useful information you may need for travelling by public transport in the local area, and beyond. Whether you're looking to plan a journey, save money on tickets or check services before you travel, we recommend taking a look at these.

TRAVEL SOUTH YORKSHIRE

Travel South Yorkshire is a one-stop-shop for all things public transport in the region! They have a handy journey planning tool to help you out, timetable information for all bus and tram services, a dedicated page to update on any disruptions and a ticket finder to help save you money on regular (or one off) journeys by public transport!

travelsouthyorkshire.com

FIRST BUS

Many of the local services are operated by First Bus. Their website and app contain a range of information for travelling on their services. You can buy mobile tickets and plan your journeys, as well as seeing any upcoming timetable changes and exploring ticket options.

firstbus.co.uk/sheffield

NATIONAL RAIL

There's a ton of useful tools available on the national rail website, from a season ticket calculator to help you work out what ticket suits you, to a journey planner and Alert Me, which will send text messages directly to your phone if there are any disruptions on your usual route.

nationalrail.co.uk

SUSTAINABLE CAR USE

Whilst there are times when it is easy enough to walk, cycle or hop on public transport, for some people and some trips the only realistic option is to travel by car. That is not to say, however, that you couldn't still save money and do your bit for the environment, even when travelling by car.

Have you considered whether you could share your journey by car, reducing the number of vehicles on the road? Or could you switch to an electric or hybrid vehicle, helping to reduce transport related CO₂ emissions?

FIND A CAR SHARE COMPANION

Do you often drive alone in your car, maybe to work on a daily basis? If you share the ride with just one other person you could halve the costs of your journey, by splitting the cost of petrol and parking.

Whilst a lot of car sharing is arranged informally, with friends, family or colleagues, there are now ways of identifying other people undertaking a similar journey. The Liftshare scheme is easy to use and allows you to see if there is anyone else you could share a car journey with. Simply enter your journey details and some basic preferences, and let the system do the rest.

liftshare.com



USING A CAR CLUB

Car clubs are great! They provide people with convenient access to a car, without all the costs and hassle of owning one. No need to buy a car, pay fixed rentals, sort insurance or maintenance.

You can reserve a car at a moment's notice, with bookings in Sheffield available from as little as £5.53 an hour. When picking up the car there is no need to even see anyone, simply unlock the vehicle using your smartphone or membership card and off you go!

From Waverley, your nearest car club vehicles are located in Sheffield city centre:

- 158 Charles Street, Sheffield, S1 2NE
- 3 Brown Street, Sheffield, S1 2BS

These vehicles can be accessed within a 30-minute bus journey via the X54 and are operated by Enterprise Car Club, with many more locations available across the region. Visit the website explore locations and sign up:

enterprisecarclub.co.uk

JOIN THE EV REVOLUTION

Electric vehicles (EVs) are the future of driving. With an ever-increasing number of charging points available, as well as new and exciting vehicles on the market, drivers now have greater choices and flexibility when it comes to choosing an EV.

The EV market can seem like a minefield, with lots of questions about the best options and practicalities of owning an EV. Find out more about vehicle options, how to charge and how much money you could stand to save by visiting the Electrifying website, which is full of tools to help you get started!

electrifying.com





OFFERS, DISCOUNTS & SAVINGS

To help minimise the cost of your sustainable transport choices we have arranged a range of discounts and offers which residents at Waverley Central can take advantage of. We've also identified a number of further opportunities to save on the cost of your journeys:



HALFORDS: Save on the cost of a new bike, accessories and servicing at the UK's leading cycle retailer.



RUNNERS NEED: In need of some new trainers or running equipment? Get exclusive discounts at Runners Need.



EO CHARGING POINTS: Save on the cost of an electric vehicle charging point for your new home with £50 off.



BIKEDOCK SOLUTIONS: Save 10% on the cost of home bike storage and security solutions, including stands, lockers and wall hanging products.



COTSWOLD OUTDOOR: Need a new pair of walking shoes or some outdoor clothing? Save 10% on the full range at Cotswold Outdoor.



CYCLE TO WORK: Save up to 47% on the cost of a new bike and equipment if your employer is part of a cycle to work salary sacrifice scheme.

Find out more about these and other savings at
savings-travelchoices.uk



FURTHER INFORMATION AND ADVICE

REQUEST A PERSONAL JOURNEY PLAN (PJP)

If you are unsure about your local travel choices, we are here to help!

We can provide you with a PJP for a journey of your choice. Based upon your destination and time of travel you will receive an interactive email which sets out your journey choices in a user-friendly format. View your route options on a map, find out how long your journey will take by different choices, and even receive detailed directions and tips.

Simply email to get your journey planned for you!

Simply email us at: info@travelchoices.uk



CONTACT US

If you would like information or further advice regarding the travel options available to you please email us at:
info@travelchoices.uk





Appendix C

Action Plan

Measure Name	Action	Responsibility	Target Delivery Date
Travel Plan Management	Appoint Travel Plan Coordinator	Montreaux	Prior to occupation
Travel Plan Engagement			
Engagement Strategy 1	Sustainable travel guide	Travel Plan Coordinator	Prior to occupation
Engagement Strategy 2	Sustainable travel newsletter / update	Travel Plan Coordinator	Annual x 3 years
Engagement Strategy 3	Explore the provision of discounts	Travel Plan Coordinator	Prior to occupation
Engagement Strategy 4	Provision of sustainable travel information board	Travel Plan Coordinator	Prior to occupation
Mode Specific Measures			
Walking Strategy 1	Promotion of walking within engagement materials	Travel Plan Coordinator	Prior to occupation
Cycling Strategy 1	Promotion of cycling within engagement materials	Travel Plan Coordinator	Prior to occupation
Cycling Strategy 2	Provision of cycle parking facilities	Montreaux	Prior to occupation
Cycling Strategy 3	Promote Cycle 2 Work scheme	Pure Gym	Ongoing
Public Transport Strategy 1	Promotion of public transport within engagement materials	Travel Plan Coordinator	Prior to occupation
Sustainable Car Use Strategy 1	Promotion of car sharing within engagement materials	Travel Plan Coordinator	Prior to occupation
Sustainable Car Use Strategy 2	Promotion of electric and hybrid vehicles within engagement materials	Travel Plan Coordinator	Prior to occupation
Monitoring Strategy			

Measure Name	Action	Responsibility	Target Delivery Date
Monitoring Strategy 1	Undertake baseline travel survey	Travel Plan Coordinator	6 months after 1 st occupation
Monitoring Strategy 2	Annual travel surveys	Travel Plan Coordinator	Annually for 2 years