

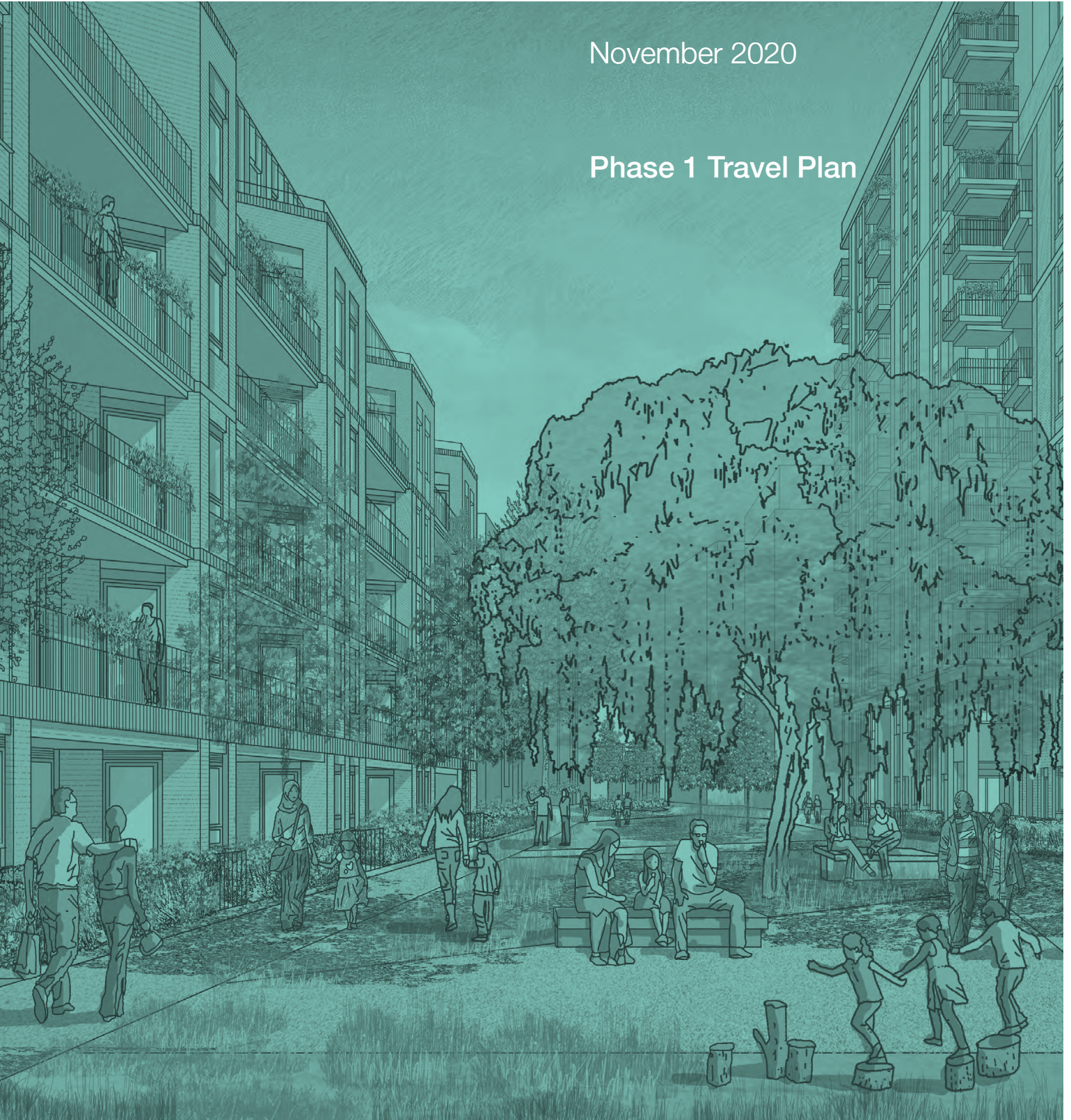
CAMBRIDGE ROAD ESTATE – PLANNING APPLICATION 20/02942/FUL

PHASE 1 TRAVEL PLAN

****NO AMENDMENT TO DOCUMENT SINCE SUBMISSION OF
APPLICATION IN NOVEMBER 2020 – ORIGINAL SUBMISSION DOCUMENT****

November 2020

Phase 1 Travel Plan



The Applicant

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The project site

Cambridge Road Estate Project hub

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Application forms

Covering letter

Application Form and Notices

CIL Additional Information Form

Design proposals

Planning Statement

Design and Access Statement

- Vol.1 - The Masterplan
- Vol.2 - The Detailed Component

The Masterplan

- Parameter Plans
- Illustrative Plans
- Design Guidelines

Phase 1 Architecture and Landscape

- GA Plans, Sections and Elevations

Supporting information

Statement of Community Involvement

Rehousing Strategy

Financial Viability Appraisal

Draft Estate Management Strategy

Transport Assessment

Phase 1 Travel Plan

Car Parking Management Plan

Servicing and Delivery Management Plan

Construction Logistics Plan

Construction Method Statement and Construction
Management Plan

Sustainable Design and Construction Statement
(Including Circular Economy Statement)

Environmental Statement

- Non Technical Summary
- Vol.1 – Technical Reports
- Vol.2 – Technical Appendices
- Vol.3 - Townscape and Visual Impact
Assessment

Energy Statement (Including Overheating

Assessment and Whole Life Cycle Assessment)

Daylight and Sunlight

Internal Assessment of the Detailed Component

External Assessment of the Illustrative Masterplan

Extraction and Ventilation Strategy

Noise Impact Assessment

Arboricultural Report and Tree Conditions Survey

Arboricultural Impact Assessment & Method
Statement

Preliminary Ecological and Bat Survey Report

Biodiversity Net Gain Assessment

Archaeology and Heritage Assessment

Ground Conditions Assessment

Utilities Report

Flood Risk Assessment

Phase 1 Drainage Statement

Fire Strategy Report

Accessibility Audit

Health Impact Assessment

Equalities Impact Assessment

Phase 1 Travel Plan

Cambridge Road Estate Regeneration

29 October 2020

Prepared for
Cambridge Road (RBK) LLP



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1. Introduction

1.1 Preamble

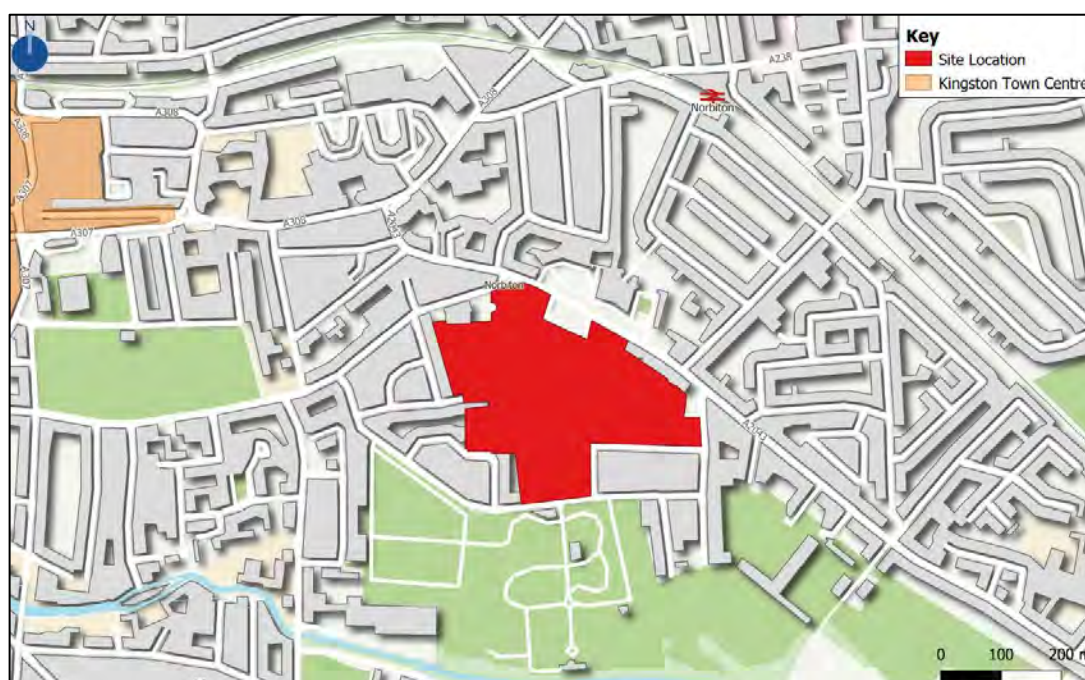
1.1.1 Markides Associates (MA) have been instructed to prepare this Travel Plan (TP) by Cambridge Road (RBK) LLP (hereafter referred to as ‘the applicant’) in support of a planning application for the regeneration of the Cambridge Road Estate. The proposals include the demolition of the existing estate and its replacement with a mixed-use development of approximately 2170 dwellings, retail, office community uses, and new public spaces and food outlets. The site is approximately 9 hectares.

1.1.2 The site falls within the administrative authority area of the Royal Borough of Kingston upon Thames (RBK) who act as both the planning and highway authority.

1.2 The Site

1.2.1 An outline of the site is demonstrated as **Figure 1.1** below.

Figure 1.1 Outline of Cambridge Road Estate



1.2.2 The Cambridge Road Estate (CRE) is located approximately 1km to the east of Kingston Town Centre and is largely surrounded by residential development to the north, east and west, with Kingston Cemetery to the south.

1.2.3 The site area extends to approximately 9 hectares (ha). Cambridge Road Estate was built in the 1970s and consists of the following buildings and facilities:

- 832 residential homes distributed across 4 multi-storey blocks of 17 storeys in height, low-rise blocks of 4/5 stores in height and 2 storey terraced housing.
- The Bull and Bush Hotel within the west of the site.
- Piper Community Hall within the south of the site.
- The site includes small formal and informal spaces/play spaces and ground level car parking areas.

1.2.4 The Cambridge Road runs northwest / southeast on the northern boundary of the site. Hawks Road, from its junction with Cambridge Road, effectively runs west towards Kingston along the northeastern corner of the site. Vehicular access to the site is gained either directly from Cambridge Road itself or via roads from Hampden Road or Hawks Road. Direct access to the estate by car is then taken via Bonner Hill Road, Somerset Road, Rowlls Road/Piper Road, Hampden Road, Vincent Road, and Cambridge Grove Gardens.

1.2.5 There are several pedestrian access points across the estate. However, they do not form a coherent network, instead they are disjointed and indirect. There are also many level differences across the estate which makes the site less accessible for this with mobility impairments as well as hindering legibility of the routes that do exist

1.2.6 Cycling within the estate is unattractive due to the level differences, lack of dedicated cycling facilities and the current unwelcoming environment.

1.3 The Proposed Development

1.3.1 This Travel Plan has been prepared to accompany a planning application for the wholesale redevelopment of the CRE. The application is a hybrid (part outline part full) planning application, with Phase 1 of the development submitted as a detailed application and remaining phases as outline. This Travel Plan is intended to provide an overarching perspective of travel planning across the masterplan whilst also outlining detailed travel planning measures for Phase 1. It is anticipated that as future phases become detailed through Reserved Matters application, this document will be updated to incorporate the future phases. This approach allows for a holistic and consistent approach to travel planning across the CRE following redevelopment.

1.3.2 **Table 1.1** shows the proposals for the CRE masterplan alongside the pertinent details for the Phase 1 development, to which this document relates.

Table 1.1 Area Schedule (Proposed / Phase 1)

Land Use	Masterplan Proposals	Difference (+/-)	Phase 1
Residential (C3)	2170 Units	1338 Units	452 Units
Flexible Office (E)	290 sqm	290 sqm	290 sqm
Flexible Retail / Commercial (E)	1395 sqm	1395 sqm	395 sqm
Community (F1/F2)	1250 sqm	960 sqm	1250 sqm
Total Non-Residential Uses	2935 sqm	987 sqm	1935 sqm

1.3.3 The proposed development results in an increase of 1338 dwellings with an increase of 987 sqm commercial / retail / office floorspace.

Transport Elements of the Proposed Masterplan

1.3.4 The proposed development includes the demolition of the existing estate including the removal of all existing footways, paths, and roads provides including the stopping of existing highway, maintainable at the public expense (public highway). The site will then be comprehensively redeveloped providing, once fully complete, the land uses shown in **Table 1.1**.

1.3.5 The masterplan will create new east/west and north/south connections to the existing highway infrastructure improving permeability and connectivity through the site. The masterplan provides new public realm and green spaces with a commitment that every new dwelling has a view of green space.

1.3.6 The outline application will by guided a set of parameter plans and design codes which will fix the development within certain parameters which cover a wide range of items include building height location as well as transport related elements such as location and routes for pedestrians, cycles and vehicles and locations of new accesses.

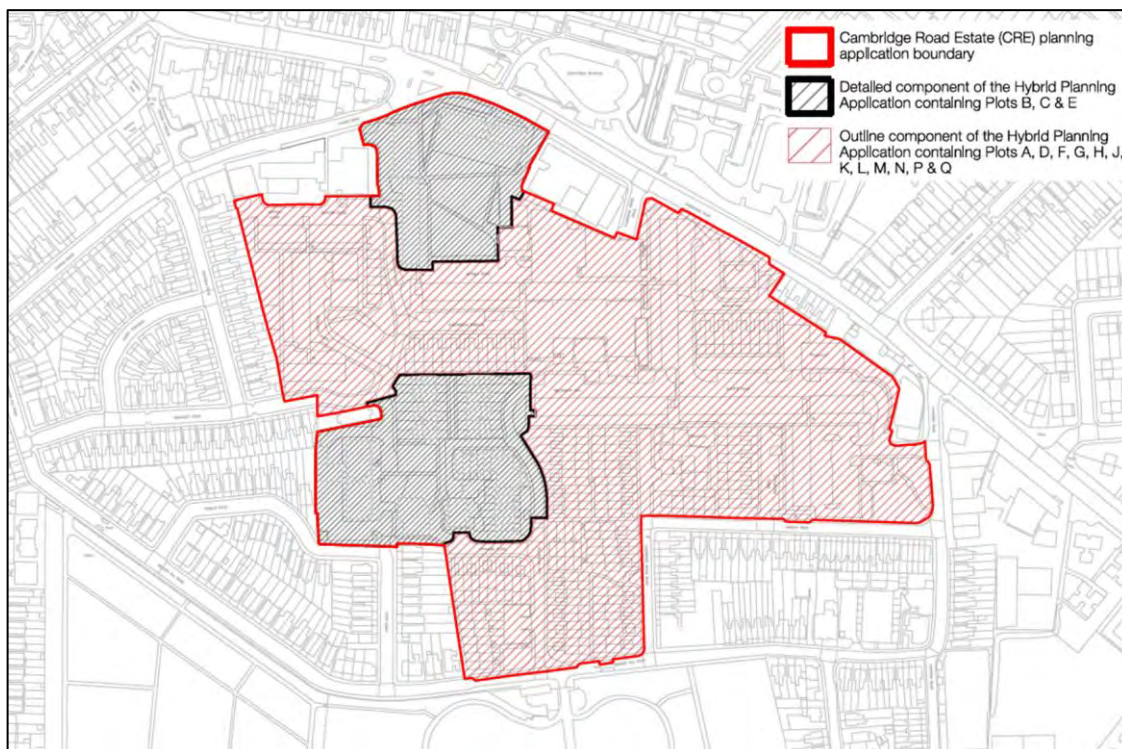
1.3.7 Key elements of the masterplan (transport related) include:

- Prevention of rat-running through the new estate:
- Improved walking and cycling links
- Improved public realm and public open space
- A parking ratio of 0.4 spaces per dwelling.
- Provision of Car club spaces onsite for those without access to their own car.
- Provision of electric vehicle charging points in accordance with TfL standards.
- Provision of cycle parking in accordance with TfL standards.
- Significant improvement in the sites PTAL rating.
- Reduction in vehicle trips compared to the existing site.
- New residents prevented to purchasing permit to park in existing or future Controlled Parking Zones – therefore no increase pressure on-street parking capacity.

Phase 1

- 1.3.8 This TP specifically sets out detailed measures for Phase 1 of the development and then separately the framework measures that would need to be put into place for the remainder of the development at later phases of construction. Phase 1 of the development has been highlighted in **Image 1.1**. The figure demonstrates that blocks B, C and E form Phase 1 of the development.

Image 1.1 Phase 1 of Development



1.4 Scope, Aims and Objectives of the Travel Plan

- 1.4.1 A TP is defined as a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.4.2 The specific aims of this TP are to ensure that management strategies and infrastructure are in place to support sustainable travel choices for residents and staff at first occupation with focus given to the most sustainable forms of travel, walking and cycling.
- 1.4.3 This will help to remove any immediate reliance on travel by car and in particular, Single-Occupancy Vehicles (SOVs), although this will inherently be achieved by the site's car-free (except for disabled parking) strategy and high level of public transport accessibility.
- 1.4.4 This TP will demonstrate how the applicant intends to meet the requirements for encouraging sustainable travel as outlined in planning policy and following a series of

measures to demonstrate how the applicant and the design of the building will encourage sustainable travel to and from the site.

1.4.5 The headline objectives of this TP are therefore to:

- Support a low proportion of SOV travel to / from the site for residents and staff, in favour of the most sustainable forms of travel, walking and cycling; and
- Ensure residents and staff are aware of the range of sustainable travel options that are available to access the site.

1.4.6 Based on the sustainable site location and restricted car parking provision proposed, it is suggested that the setting of defined targets for reduced SOV travel may be unnecessary. The success of the TP will be measured primarily against modal split targets across a proposed 5-year lifetime.

1.4.7 The TP will help to deliver a number of benefits, including:

- Availability of an improved range of travel choices.
- Health benefits for residents and staff walking and cycling more.
- More attractive environments around developments.

1.5 Travel Plan Structure

1.5.1 Following this introduction section, the remainder of this TP is structured as follows:

- **Section 2** details the relevant transport policy.
- **Section 3** details the baseline transport infrastructure that will be available from the site, which will influence the measures that will be adopted in the Full TP strategy.
- **Section 4** details the proposed development.
- **Section 5** details the TP strategy, including responsibilities, implementation, marketing, monitoring and reporting, handover and funding.
- **Section 6** details the proposed measures for Phase 1 of the development that will be implemented to support sustainable travel.
- **Section 7** details framework measures to be put into place which will be implemented in the latter phases of development.
- **Section 8** sets out the modal shift targets for the development.
- **Section 9** details targets against which the success of the TP will be measured.

1.5.2 The planning application is also supported by the submission of a Transport Assessment (TA) which assesses the traffic and transportation issues associated with the development proposals. The TA estimates the travel demands generated by the scale of the development and assesses how these demands can be accommodated within the existing transport infrastructure. Much of the content of the TA, including the review of existing transport infrastructure, the description of the proposed development and baseline trip generation calculations, have been used to inform this TP document.

2. Planning Policy

2.1 Introduction

2.1.1 This section of the TP provides a summary of the national, regional, and local planning policy that is relevant to the site and development proposals. The full scope of the relevant policy has been discussed in detail within the associated TA for the development and should be referred to in tandem with this section of the TP.

2.2 National Planning Policy

National Planning Policy Framework (July 2019)

2.2.1 The National Planning Policy Framework (February 2019) (NPPF) sets out the Government's planning policies regarding future development and refers to TPs in paragraph 111 which states that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan."*

Planning Practice Guidance

2.2.2 The Planning Practice Guidance (2014 as amended) provides further advice of when TP's are required as well as the content, and monitoring of TP's, and states that:

2.2.3 *"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."*

2.2.4 *Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys results from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.*

2.2.5 *They should evaluate and consider:*

- *Benchmark travel data including trip generation databases;*
- *Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- *Relevant information about existing travel habits in the surrounding area;*
- *Proposals to reduce the need for travel to and from the site via all modes of transport; and*
- *Provision of improved public transport services."*

2.3 Regional Planning Policy

London Plan (2016)/Draft New London Plan (2019)

- 2.3.1 The Mayor of London first published the London Plan in July 2011, with revisions made in 2013 and March 2015, and finally a new publication launched in 2016. The Plan sets out a spatial strategy reflecting the policies and priorities of the current Mayoral administration. A new draft was published in December 2017.
- 2.3.2 The Draft New London Plan (2019) has recently been subject to Examination in Public and is likely to be adopted in Autumn 2020.
- 2.3.3 The London Plan, Draft London Plan and the Mayor's Transport Strategy (2018) all identify that TPs are required to help deliver sustainable development, with TfL providing guidance (2013) regarding what TPs should include, as well as best practise monitoring, evaluating and enforcement strategies.
- 2.3.4 Chapter 10 of this document deals with transport and Policy T1 sets the overarching approach to transport strategy for the city. Policy T1 states that development Plans and development proposals should support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041, and the proposed transport schemes are set out in Table 10.1 of that document.
- 2.3.5 Policy T1 continues, *"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*
- 2.3.6 The Draft London Plan additionally includes a new concept; 'Healthy Streets'. These are defined by 10 indicators as follows:
- Pedestrians from all walks of life.
 - Easy to cross.
 - Shade and shelter.
 - Places to stop and rest.
 - Not too noisy.
 - People choose to walk, cycle, and use public transport.
 - People feel safe.
 - Things to see and do.
 - People feel relaxed.
 - Clean air.
- 2.3.7 Policy T2 states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance; reduce the dominance of vehicles on London's streets whether stationary

or moving; and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

TfL Travel Planning Guidance

- 2.3.8 TfL Travel Planning Guidance sets out requirements for different land uses and sets the thresholds which dictate if a Travel Plan is necessary. The thresholds for the proposed development uses are shown below.

Table 2.1 Land Use Thresholds for Travel Plans

Use Class	Travel Plan Statement	Full Travel Plan
A1 Food/Non-Food Retail	More than 20 staff but less than 1,000 sqm	Equal or more than 1,000 sqm
A2 Financial Services	More than 20 staff but less than 1,000 sqm	Equal or more than 1,000 sqm
A3/A4/A5 Food/Drink	More than 20 staff but less than 750 sqm	Equal or more than 750 sqm
B1 Business	More than 20 staff but less than 2,500 sqm	Equal or more than 2,500 sqm
C3 Residential	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health Centres)	Between 20 and 50 staff	Equal or more than 50 staff
D1 (Schools and Nurseries)	All school developments to have a travel plan	
D2 (Assembly and Leisure)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm

- 2.3.9 This TP has been prepared in accordance with TfL guidance, with reference to The London Plan which aims to:

- Achieve a 5% modal share for cycling (currently 2%).
- Significantly increase walking mode share above the current 24%.
- Reduce private motorised transport by 4% from a base of 43%.
- Achieve a 60% reduction in London's CO2 by 2025.
- Balance capacity and demand for public transport

- 2.3.10 The Mayor's Transport Strategy was published in March 2018, which states goals of an 80% sustainable mode share, zero carbon emissions by 2050 and reduce total London traffic by 10-15% by 2041. It is also proposed to update TfL's travel planning guidance in order to reflect these aims and others contained within the proposed Healthy Streets Approach, although this has yet to have occurred.

2.4 Local Policy

Kingston Local Plan (2015-2030)

2.4.1 Kingston Core Strategy includes both strategic and development management policy guidance. The document is a guide for developments over the next 15 years to ensure that all new developments are sustainable and reduce the reliance on the private car.

2.4.2 Relevant local plan policies include:

Policy DM8 – Sustainable Transport for New Development

- Require robust & effective travel plans.
- Prioritise needs of pedestrians and cyclists first and provide facilities for cyclists including showers, lockers and secure, convenient cycle parking, in accordance with minimum standards.
- Require development to make contributions towards sustainable transport improvements and initiatives in line with SPD/CIL.

Policy DM9 – Managing Vehicle Use for New Development.

- Require TA's to be submitted in line with TfL guidance.
- Developments should comply with parking standards and restrict parking permits for new residents.
- Provide car club and electric vehicle infrastructure where appropriate in accordance with minimum standards.

Sustainable Transport SPD (May 2013)

2.4.3 The purpose of this SPD is to ensure that development in the borough does not adversely impact on, and where possible, enhances the safety, efficiency, and sustainability of the transport network.

2.4.4 Therefore, the SPD demonstrates that a full Travel Plan is required for large and complex developments, such as Cambridge Road Estate, in order to provide a robust set of measures and a monitoring regime. The SPD provides guidance on what is to be included in a travel including the robust measures along with other low-cost measures that focus on supporting and raising awareness of sustainable travel options (e.g. providing travel information, oyster cards and cycle training).

3. Existing Conditions

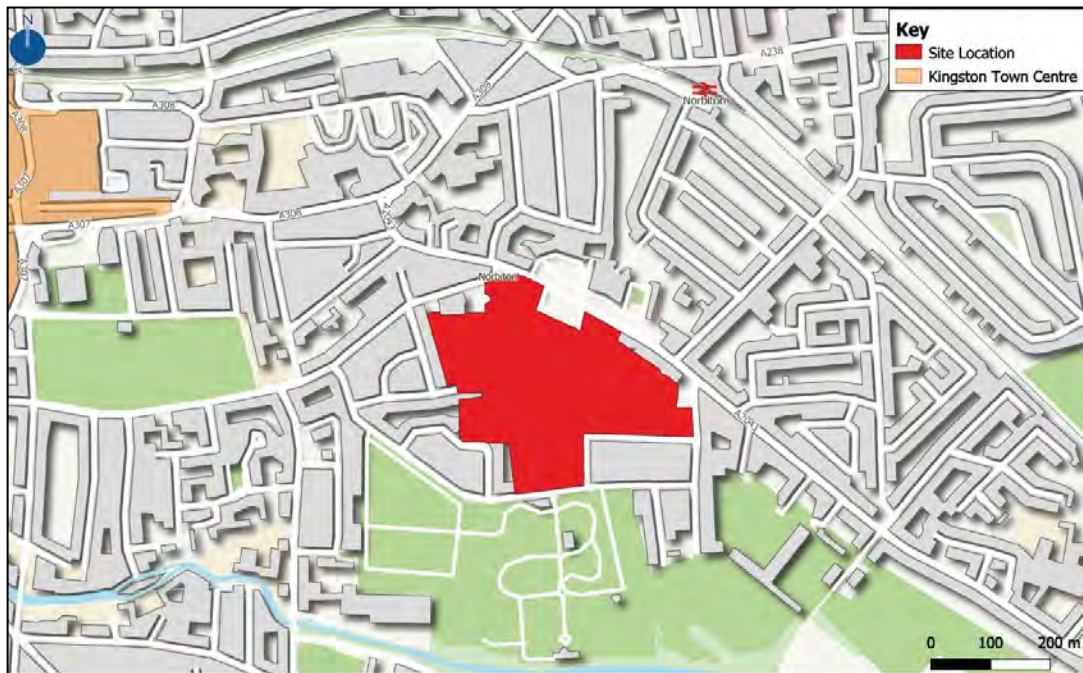
3.1 Overview

3.1.1 This section of the report provides details of the site as existing, its permitted uses, access arrangement and accessibility by all modes.

3.2 Site Description

3.2.1 The site is located off Cambridge Road, Kingston Upon Thames, KT1 3JB ('the site'), which is positioned to the west of the A2043 within walking distance of Kingston Town Centre and Norbiton. A site location plan is included as **Figure 3.1** as an extract below and included to scale at the end of this report.

Figure 3.1 Site Location Plan



3.3 Local Facilities

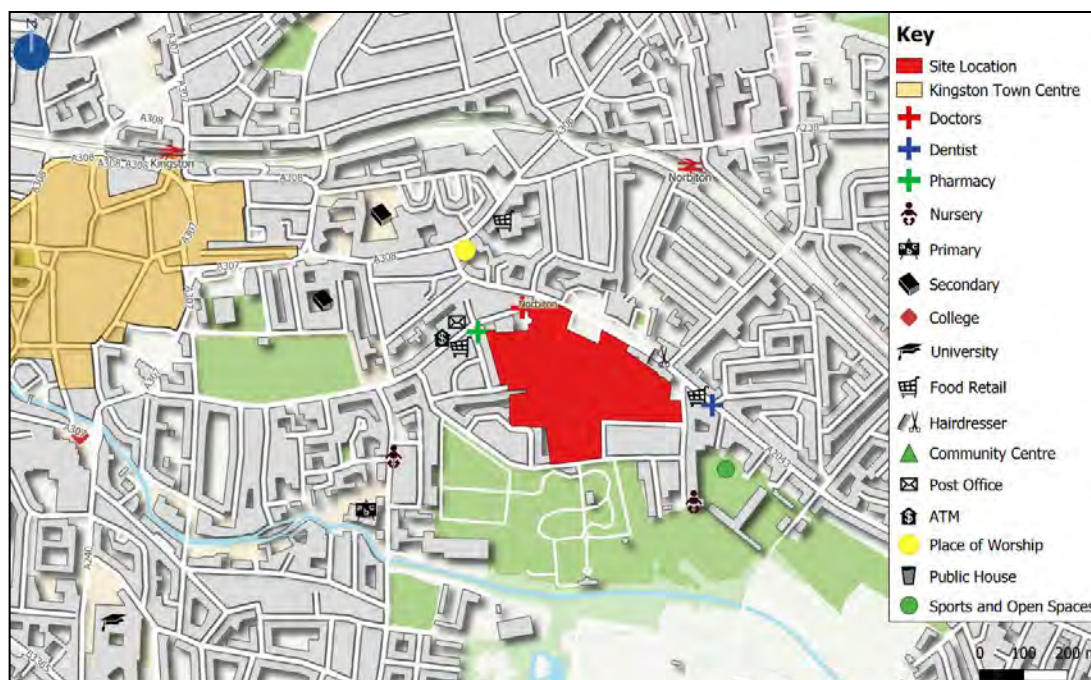
3.3.1 **Table 3.1** provides a summary of the local facilities surrounding the site and approximate walking/cycling distances. Due to the composition of the site, all of the measures have been taken from the local facility to the middle of the development site.

Table 3.1 Local Facilities

Facility	Location	Distance	Travel Time (mins)		
			Walk	Cycle	
Medical Facilities					
Doctors	Hawks Road Clinic	KT1 3EW	200m	2	1
Dentist	Simply Crown and Bridge Dental Laboratory	KT1 3LF	700m	9	3
Pharmacy	Hawks Pharmacy	KT1 3JB	350m	4	1
Education Facilities					
Nursery	Kings Meadow Pre-School	KT1 3HG	550m	6	2
	The FeatherNest Nursery	KT1 3AP	800m	10	3
Primary	King Athelstan Primary School	KT1 3AR	750m	9	3
Secondary	Tiffin School	KT2 6RL	1.1km	14	5
	Kingston Grammar School	KT2 6PY	900m	11	4
College	Kingston College	KT1 2AQ	1.4km	18	6
University	Kingston University	KT2 6TN	700m	9	3
Retail Facilities					
Food Retail	SPAR	KT1 3LU	800m	10	4
	Costcutter	KT1 3NQ	650m	8	3
	Hawks Local	KT1 3EG	500m	6	2
	ASDA Kingston Upon Thames	KT2 6QL	650m	8	3
Hairdresser	Capelli	KT1 3NS	650m	8	3
Community Facilities					
Community Centre	Piper Hall	KT1 3EX	180m	2	1
Post Office	Hawks Road Post Office	KT1 3EG	500m	6	2
ATM	Costcutter ATM	KT1 3NQ	650m	8	3
Place of Worship	Churches together Surbiton and Tolworth	KT2 6QL	650m	8	3
Public House	The Cricketers	KT1 2UL	800m	10	3
Sports and Open Spaces	Kingstonian Football Club Ground & AFC Wimbledon	KT1 3PB	1km	15	5
	F45 Training Kingston	KT1 3LF	650m	8	3

3.3.2 The facilities outlined in the table above are shown diagrammatically in **Figure 3.2** which is included at scale at the end of this report.

Figure 3.2 Local Facilities Plan

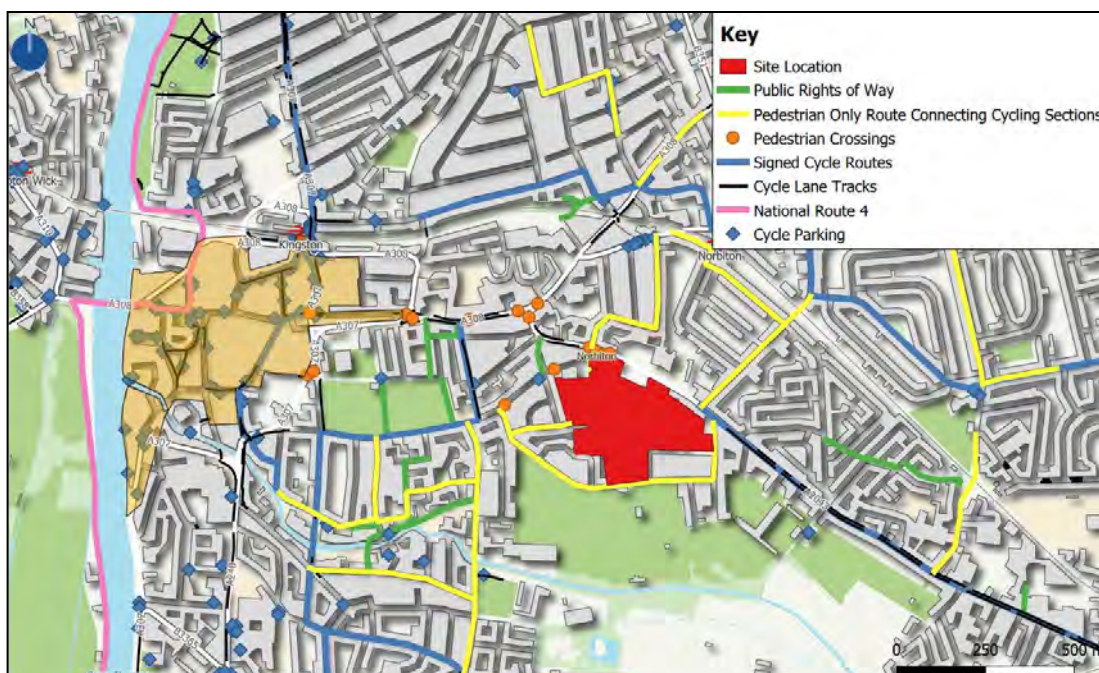


3.3.3 The figure above shows that a range of land uses are located within close proximity to the site, ensuring that these trips attractors can be accessed by all modes other than the private car and realistically on foot or by bike. This reflects the fundamental requirements of national, regional, and local planning policy for creating sustainable communities. The Chartered Institute of Highways and Transportations (CIHT) March 2015 guidance document, 'Planning for walking', states that 'walkable neighbourhoods' are those with a typical catchment of around 800m, with many of the key identified land uses being within this walking distance threshold.

3.4 Pedestrian and Cycle Access

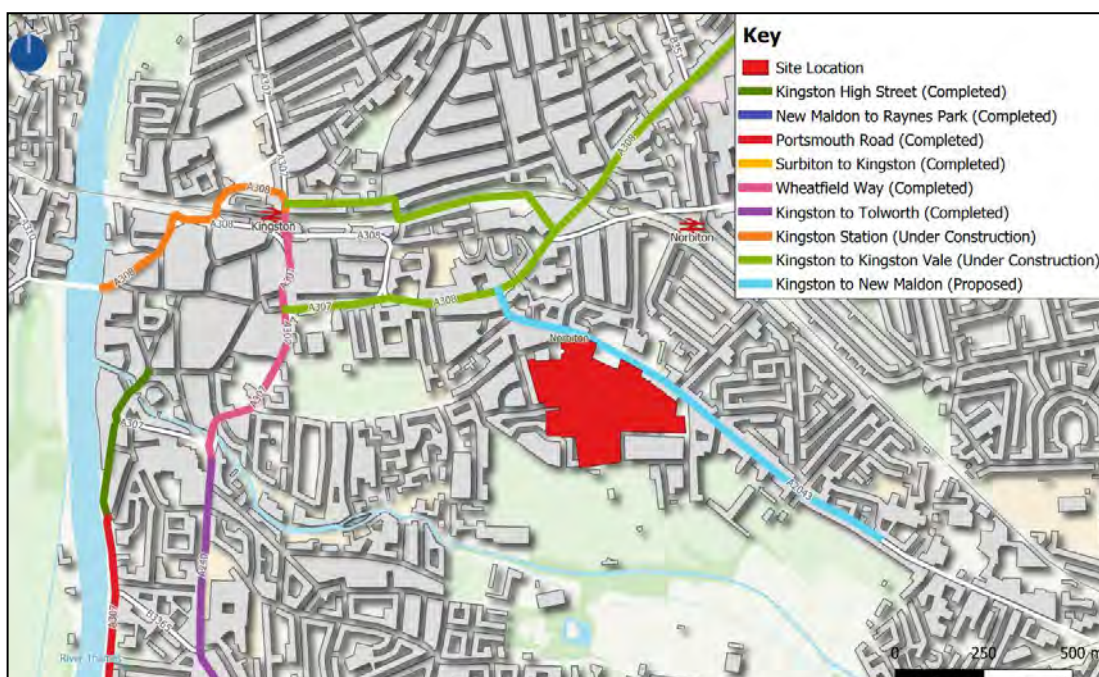
3.4.1 The existing pedestrian and cycle infrastructure within the vicinity of the development site is shown in **Figure 3.3**.

Figure 3.3 Pedestrian and Cycle Infrastructure Plan



3.4.2 RBK are currently designing a new cycle route which will provide a fully segregated cycle route along the A2043 between Kingston Town Centre and New Malden. The proposed cycle infrastructure has been highlighted in **Figure 3.4**. The new cycle route is part of the ‘Go Cycle’ proposals, which is a £32 million infrastructure transformation project funded by the Mayor of London.

Figure 3.4 Go Cycle Scheme



3.4.3 The figure above shows that the site will benefit from a new high-quality segregated cycle infrastructure linking New Malden with Kingston town centre and beyond to Surbiton and Tolworth. RBK's website states construction is due to start in 2020/2021.

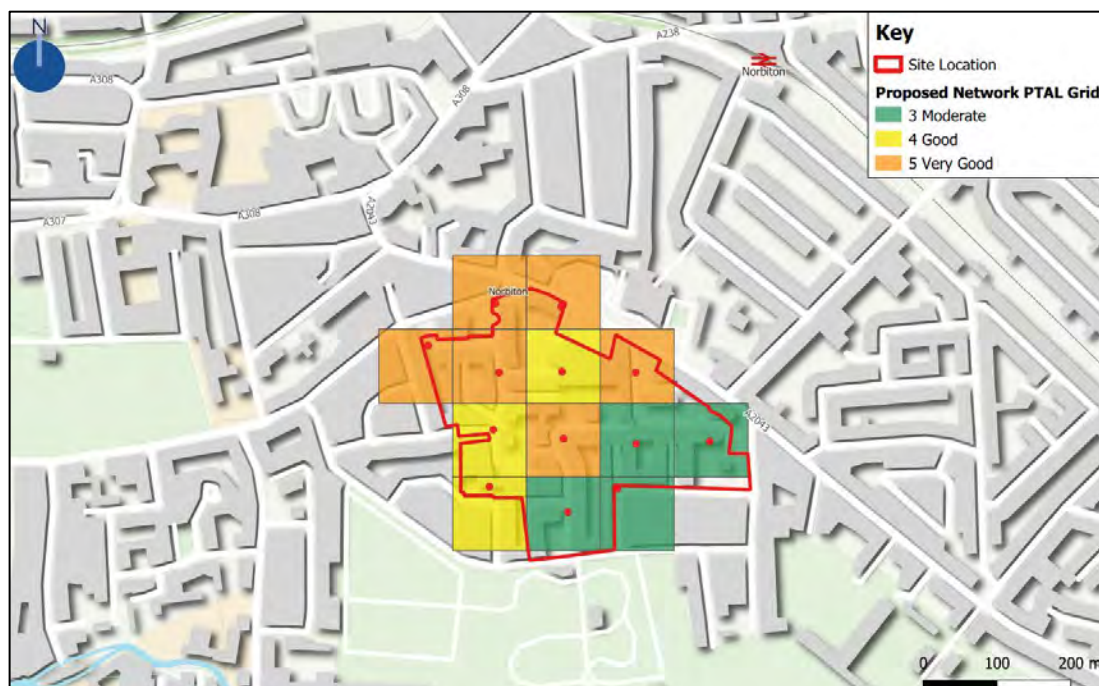
3.5 Public Transport

Public Transport Accessibility Level (PTAL)

3.5.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of accessibility of a given point to the public transport network, considering walk access time and service accessibility. All bus routes within 640m and underground/rail stations within 960m are considered within the calculation; any transport services beyond this distance are disregarded.

3.5.2 A PTAL score ranges between 1a and 6b, where 1a represents a poor level of accessibility and 6b an excellent level. The PTAL rating of the site has been assessed using the TfL land use planning PTAL assessment tool WebCAT. The WebCAT assessment of the site location identifies PTAL ratings between 0 and 5 at the site. **Figure 3.5** shows the future PTAL of the site.

Figure 3.5 Manual PTAL Calculation Inc. Link Through Cambridge Gardens



3.5.3 The figure above shows that the PTAL of the site will be 3 (moderate) in the south western part of the site increasing to a high of 5 in the middle and northern parts of the site. This again shows that the accessibility of the site is greatly improved by the proposed masterplan and the inclusion of more direct routes to Norbiton Railway Station (through Cambridge Gardens).

Bus Accessibility

- 3.5.4 The bus stops which are within the closest proximity to the development site are situated on the A2043 Cambridge Road are named 'Cambridge Road' Stop A and Stop L. These are located 550m from the centre of the development site, which is around a 7-minute walk. These bus stops are served by bus routes 131 and N87. Further to this, there are also bus stops located to the north of the site along the A308 London Road and are called Norbiton Church, these are located 700m to the north of the centre of the site, which is around an 8-minute walk. Norbiton Church bus stop is served by 57, 85, 213, 371, K2, K3, K4, and K5 bus routes. The routes and frequency of these services are outlined in **Table 3.2**.

Table 3.2 Local Bus Services

Bus Number	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Cambridge Grove						
131	Fairfield Bus Station – Tooting Broadway Station	Every 5-10 minutes	Every 6-9 minutes	Every 10-13 minutes	05:16	00:01
N87	Aldwych/ Somerset House – Fairfield Bus Station	4 per hour	4-5 per hour	4 per hour	01:12	05:54
Norbiton Church						
57	Fairfield Bus Station – Atkins Road/New Park Road	Every 7-12 minutes	Every 8-13 minutes	Every 9-13 minutes	24 hours	24 hours
85	Kingston Hall Road – Putney Bridge Station	Every 7-11 minutes	Every 7-12 minutes	Every 8-11 minutes	24 hours	24 hours
213	Sutton Bus Garage – Fairfield Bus Station	Every 7-12 minutes	Every 7-13 minutes	Every 10-14 minutes	24 hours	24 hours
371	Manor Road/Sainsburys – Kingston Hall Road	Every 10-11 minutes	Every 2-8 minutes	Every 11-13 minutes	05:51	01:27
K2	Hook Parade – Kingston Hospital	Every 8-12 minutes	Every 10-11 minutes	Every 20 minutes	05:55	00:01
K3	Trinity School – Roehampton Vale / Asda	4 per hour	4 per hour	3 per hour	06:14	00:02
K4	Kingston Hospital – Ripon Gardens	2 per hour	2 per hour	None	06:08	23:53
K5	Dysart Avenue – Morden Station	2 per hour	2 per hour	None	06:21	19:32

- 3.5.5 The table above shows that there are a large number of bus services that serve the development site, with destinations including Roehampton, Kingston, Kingston Hospital, Tooting, Sutton and Putney Bridge Station.

Rail Facilities

- 3.5.6 The nearest railway station is Norbiton Railway Station which is approximately 900m north east of the railway station, which is around a 13-minute walk from the site. Norbiton Railway Station is served by South Western Railway with destinations including London Waterloo Station, Richmond and Kingston. The site is also within walking distance of Kingston Railway Station which is located 1.4km to the north west of the development site which is around an 18-minute walk. Kingston Railway Station is also served by South Western Railway and therefore has the same destinations as Norbiton Railway Station.
- 3.5.7 The local railway services by destination, their frequency and journey times are summarised in **Table 3.3**.

Table 3.3 Local Rail Services

Direct Service Destination	Peak Hour Frequency			Approx. Journey Times
	Weekday	Saturday	Sunday	
Norbiton/Kingston Railway Station				
London Waterloo Station	5 per hour	4 per hour	3 per hour	29 minutes
Wimbledon	4 per hour	4 per hour	2 per hour	10 minutes
Clapham Junction	6 per hour	4 per hour	2 per hour	20 minutes
Shepperton	2 per hour	2 per hour	2 per hour	29 Minutes
Richmond	2 per hour	2 per hour	2 per hour	26 minutes
Putney	2 per hour	2 per hour	2 per hour	37 minutes

- 3.5.8 The table above demonstrates that the site benefits from frequent rail services to/from Norbiton and Kingston Railway Stations via South Western Railway services to destinations including London Waterloo Station, Wimbledon and Clapham Junction, with onward connections to the rest of London and beyond. **Figure 3.6** shows the bus and rail infrastructure.
- 3.5.9 Crossrail 2 is included with the Draft London Plan and it is anticipated that the service would be operational in the 2030's. The Crossrail 2 factsheet states that Norbiton will benefit from up to 8 Crossrail 2 trains an hour, resulting in a total of 10-12 services an our into central London and 6 towards Shepperton. This is a significant improvement in terms of frequency and capacity over the existing services.

Figure 3.6 Public Transport Plan



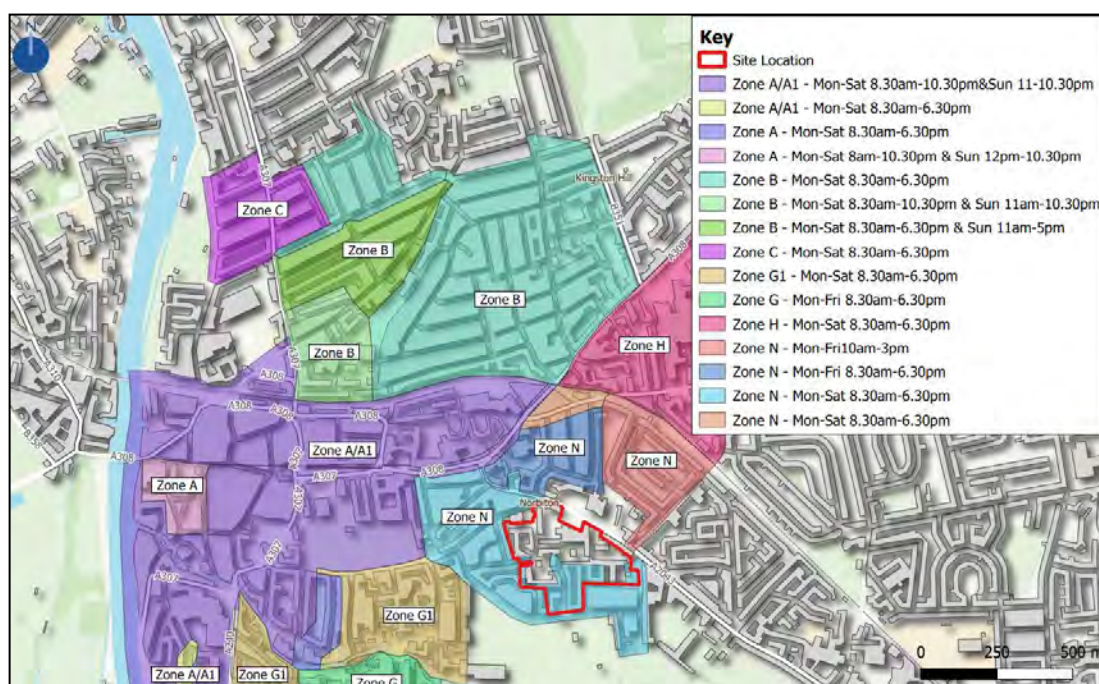
3.6 Local Highway and Parking

- 3.6.1 The site is bound by Bonner Hill Road to the south, the A2043 Cambridge Road to the east, Hawks Road to the north and Piper Road, Somerset and Portman Roads to the west.
- 3.6.2 The A2043 Cambridge Road is a single carriageway, two-way road which forms a main arterial road through Norbiton towards New Malden which is located to the south east of the development site. This route has a speed limit of 30mph. The A2043 Cambridge Road provides one access point directly into the estate at the junction of St Peters Road. The junction of Cambridge Road and Hampden Road provides access on the eastern side of the estate via Vincent Road and Burritt Road. Access to the site from the west is from Somerset Road, Bonner Hill Road, Rowlls Road, and Piper Road, all via Bonner Hill Road or Portman Road which lead to Hawks Road.
- 3.6.3 Hawks Road runs from its junction with Cambridge Road in the north west of the site to Kingston town centre in the west via Fairfield South.
- 3.6.4 All the roads within the vicinity of the site have a speed limit of 20mph, with the exception of Cambridge Road which has a speed limit of 30mph.
- 3.6.5 Double yellow lines prevent on-street parking along the A2043, Cambridge Road because it benefits from bus lanes along both the northern and southern carriageway. Double yellow lines also prevent on-street parking on Hawks Road.
- 3.6.6 In terms of the highway within the estate itself there are a series of two-way residential roads which provide direct access to the residential units within the estate. The series of residential roads are all subject to a 20mph speed limit and they are all well-lit.

Controlled Parking Zones

- 3.6.7 The majority of the estate itself does not benefit from a Controlled Parking Zone (CPZ). There are areas within the estate where parking is controlled by either single or double yellow lines to support highway safety. Much of the estate is made up of unrestricted parking or private parking, which is not managed in any way, and is therefore effectively open to the general public.
- 3.6.8 **Figure 3.7** shows the extent and hours of operation for the CPZ within the local area.

Figure 3.7 CPZ Zones in the vicinity of CRE

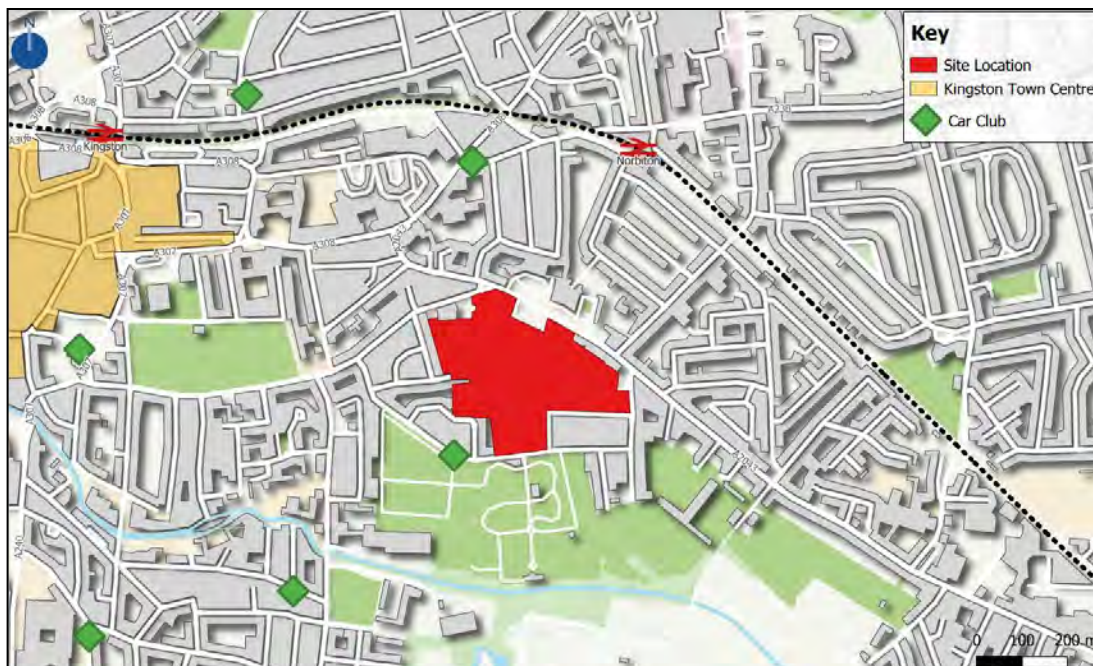


- 3.6.9 The figure above shows that the extent to which site is bounded by CPZ's.

3.7 Car Clubs

- 3.7.1 There are several car clubs located within close proximity to the development site. One of the car club spaces is located on Bonner Hill Road, which is approximately 350m from the centre of the development site, which is around a 4-minute walk. **Figure 3.8** shows the location of the existing car clubs.

Figure 3.8 Location of Existing Car Clubs



3.7.2 The car club spaces are operated by ZipCar which allows for cars and vans to be reserved at short notice via the internet/smart phone in order to hire the vehicle for the time and distance that is required. This car club scheme is available at all times, making it convenient and a sustainable travel choice at any time of the day.

3.8 Local Characteristics

Existing Modal Split

3.8.1 In order to establish local travel characteristics, the 2011 Census has been reviewed for method of travel to work data for the Middle Super Output Area (MSOA) Kingston Upon Thames 005, which includes this site. The results of this search are included in **Table 3.4** below.

Table 3.4 Method of Travel to work Census Information - Residents

Method of Travel to Work	Percent (%)
Underground, metro, light rail or tram	4%
Train	23%
Bus, minibus or coach	14%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	27%
Passenger in a car or van	1%
Bicycle	6%
On foot	23%
Other method of travel to work	0%
Total	100%

** due to rounding*

3.8.2 The table above demonstrates that in the locality of the site, some 27% of people travelling to work via the use of the private car, with 41% of people travelling to work via public transport. 70% of people travel to work via sustainable transport, including by foot and by bicycle.

Existing Level of Car Ownership

3.8.3 The 2011 Census data (KS404EW - Car or van availability) has been reviewed to understand the level of car ownership within the site. **Image 3.1** shows the existing ownership levels (ratio of cars per dwelling) for each output area within the site.

Image 3.1 Existing Car Ownership Level (Ratio per dwelling)



Source: Replicated from the Nomis Website

3.8.4 The table above shows that for each output area within the site the car ownership level is between 0.4 and 0.5 vehicles per dwelling. The area to the south of the site has a ratio of 0.8 however, this includes houses which lie outside the site boundary which are likely to have a different car ownership profile.

3.9 Summary

3.9.1 The site is in a suitable location for residential use, with an existing PTAL of between 0 to 5. From the northern part of the site access is good to local amenities including food retail, sports facilities and also medical facilities including doctors, dentists and pharmacies. From the southern part of the site access to public transport is more difficult due to the walk distances involved (as a result of the impermeable design of the estate) and because of the level changes in part of the site.

3.9.2 The site benefits from being located near to an established bus network, which provides access to central Kingston as well as Kingston Hospital and Tooting. Kingston Town Centre is also within walking distance from the site, as is Kingston and Norbiton Railway Stations. Access to the stations provides residents with connections to the rest of the UK.

3.9.3 In summary, the site benefits from being located within an accessible location, both in terms of proximity to alternative modes of travel and essential social infrastructure, including employment, retail and education land uses. Residents of the site will not therefore be reliant on the car to travel to/from the site.

4. Development Proposals

- 4.1.1 Phase 1 contains many of the existing non-residential uses within the site which include: The, Piper Community Hall, Tadlow House (Housing Management).
- 4.1.2 **Table 4.1** shows the existing and proposed development schedules.

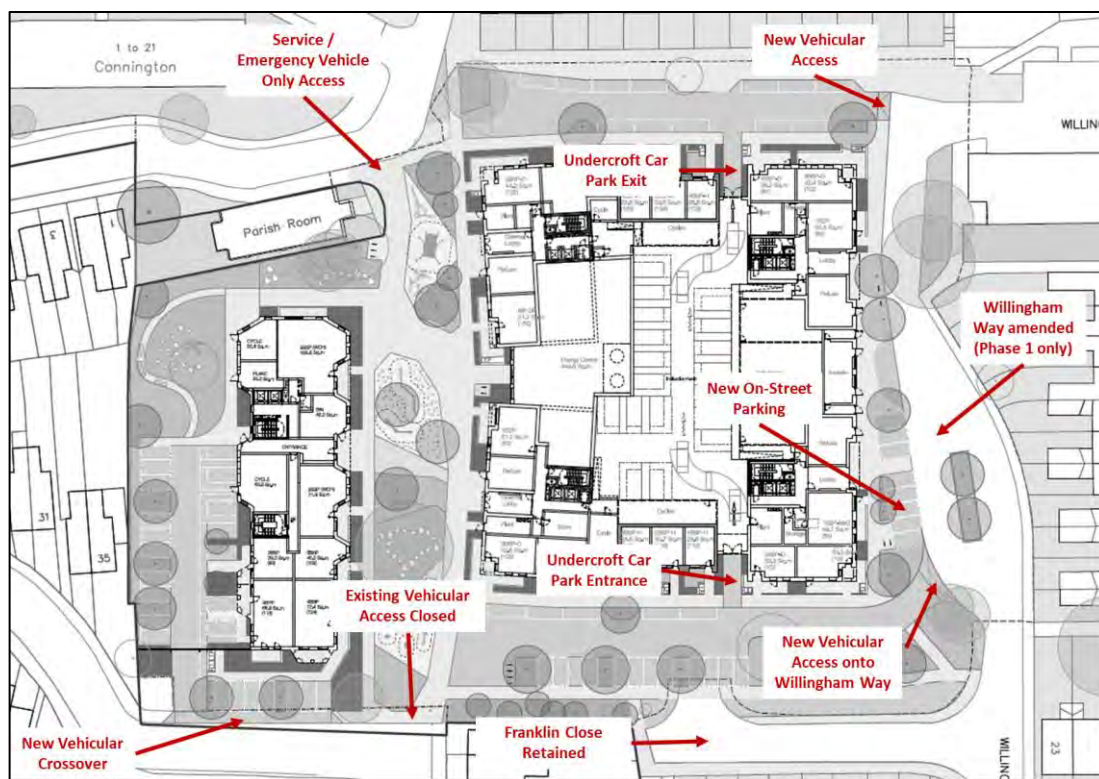
Table 4.1 Phase 1 Development Schedule (Existing and Proposed)

Land Use	Phase 1	Difference (+/-)
Residential (C3)	452 Units	+ 323 Units
Flexible Office (E)	290 sqm	290 sqm
Flexible Retail / Commercial (E)	395 sqm	395 sqm
Community (F1/F2)	1250 sqm	960 sqm
Total Non-Residential Uses	1935 sqm	- 13 sqm

Blocks B and E Access and Parking

- 4.1.3 Blocks B and E will benefit from new pedestrian infrastructure in and around the blocks providing access to existing footways on Washington Road, Rowlls Road and Willingham Way. A new pedestrian route running north / south linking Washington Road and Rowlls Road is also proposed. This will also provide emergency vehicle access as well as access for service / refuse vehicles only.
- 4.1.4 Vehicular access to Block B will be served from Rowlls Road, via a new access and parking directly from the road. Block E will be served from Willingham Way. A new vehicular access is created from Willingham Way which will serve on-street parking to the south of Block E and the entrance to the undercroft car park. The undercroft parking exits to the north of Block E which becomes a new street with on-street parking served from a new access onto Willingham Way.
- 4.1.5 **Image 4.1** shows the site layout for Blocks B and E.

Image 4.1 Block B and E Site Layout



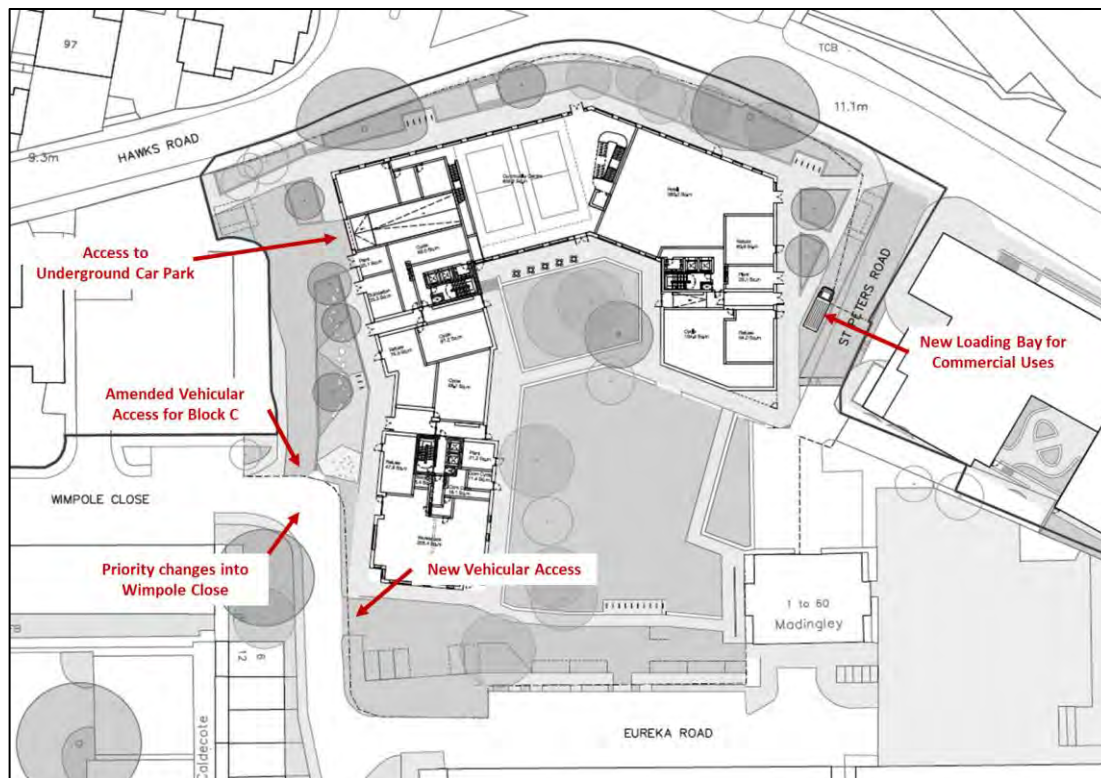
Source: Extract from Patel Taylor Drawing 503-PTA-PH1-00-DR-LA-4301 P01

- 4.1.6 New on-street parking is provided on the western side of Willingham Way, with the alignment of Willingham Way temporarily altered (under Phase 1 before the masterplan is completed in Phases 4 and 5) in order to retain access to the residential properties to the east of Block E and to retain access to the parking area between Graveley and Impington Court.
- 4.1.7 As the above figure shows, the existing vehicular access at the corner of Rowlls Road and Piper Road is closed off to allow the creation of a green walking /cycling route. All of the existing dwellings will retain vehicular access to their properties.

Block C Access and Parking

- 4.1.8 Block C will benefit from new pedestrian infrastructure from the residential, retail/workplace and community uses on all sides of the block and provides improved access to existing infrastructure on Washington Road, Hawks Road, Cambridge Road and St Peters Road. New footways give access to the new green space and link to Madingley, and Eureka Road.
- 4.1.9 The northern end of Washington Road is amended to provide vehicular access to an underground car park which will serve Block C. The turning head will be amended in line with the masterplan vision. Loading for the commercial uses will occur from St Peters Road with a loading bay provided on the western side of the road.
- 4.1.10 **Image 4.2** shows the site layout for Block C.

Image 4.2 Block C Site Layout



Source: Patel Taylor 503-PTA-PH1-00-DR-LA-4300 P01

- 4.1.11 As the above figure shows access to Wimpole Close and the Heath Centre is retained under the Phase 1 proposals, with the priority changing as Washington Road bends westwards into Wimple Close. With a priority junction for the section of Washington Road which will serve the Block C.
- 4.1.12 A new vehicular access is created to serve a parking area to the south of Block C.

Phase 1 Cycle Parking

- 4.1.13 Cycle parking for Phase 1 will be provided in accordance with the Draft London Plan standards, with **Table 4.2** outlining the required stands for each use.

Table 4.2 Proposed Cycle Parking Provision

Land Use	Phase 1	
	Long Stay	Short Stay
Residential (C3)	821	14
Office (B1)	4	1
Flexible Retail / Commercial	4	20
Community Use		13
Additional cycle parking spaces		10
Total	829	58

4.1.14 The table above shows that additional visitor cycle spaces are proposed above the Draft London Plan standard.

4.1.15 Cycle parking is accessed at grade from the street level and distributed throughout each plot. **Image 4.3** show the location of the residential and visitor (Sheffield stands) cycle parking for Plot C.

Image 4.3 Location of Cycle Parking Plot C



4.1.16 Long term storage cycle parking will be provided by the tenant within the demise of each commercial unit alongside the provision of lockers, showers and changing rooms.

4.1.17 **Image 4.4** shows the residential cycle parking for Plots B and E.

Image 4.4 Location of Cycle Parking Plots B and E



Phase 1 Car Parking

- 4.1.18 Phase 1 will provide 126 parking spaces across the three blocks, with 18 provided for Block B, 40 spaces for Block C, and 68 spaces at Block E. These will be managed in accordance with the accompanying Car Parking Management Plan.
- 4.1.19 In line with the Draft London Plan 3% of all spaces will be accessible spaces. 20% of all spaces will have active electric vehicle charging points and 80% will have passive infrastructure provided.
- 4.1.20 Two parking spaces will be provided for car club vehicles.

Management of Car Parking Spaces

- 4.1.21 Whilst the extent of adoption will be determined at a later stage it is intended that all roads will be constructed to adoptable standards. It is proposed that RBK implement a new CPZ within the site boundary. This will result in the following benefits for management of car parking provision:
 - The removal of traffic which currently uses the estate for daytime parking. Further detail is provided on this in the accompanying TA.
 - Overspill parking will not occur into any other existing CPZ, because returning and new residents will not be allowed to purchase a permit for any other zone except the new zone created for the site.
- 4.1.22 RBK will manage the allocation of permits as per their policies and procedures.

- 4.1.23 For spaces located within basement/undercroft or private parking areas, these will be managed by the landowner. A right to park will operate whereby an applicant can purchase the right to use a parking space.
- 4.1.24 Further details on the management of parking spaces is provided in the Car Park Management Plan which accompanies this TP.

5. Travel Plan Strategy

5.1 Introduction

5.1.1 A TP is a practical management tool, rather than a static document, that sets out 'active' initiatives throughout an agreed TP lifetime. It requires:

- Infrastructure and management initiatives to be in place before implementation.
- An implementation strategy.
- A monitoring strategy that can assess the success of the TP and respond to site occupier concerns
- A reporting strategy so that a path of communication with the local highway authority is set up.
- A funding strategy.

5.1.2 This chapter sets out the key elements of the wider strategy of the TP. In terms of a TP Coordinator (TPC), one will be appointed for Phase 1 and it is anticipated that they will assume responsibility for each subsequent phase as it is developed.

5.2 Appointing a Masterplan TP Coordinator

5.2.1 The successful implementation of this TP will require active participation from all occupiers of the site, which will be led by a TPC, who will ultimately be responsible for the implementation of the TP at a site wide level.

5.2.2 The site is likely to be managed by an appointed management company and it is envisaged that the role of the TPC can be included within this remit, fulfilled within an existing role.

5.2.3 It is proposed that the TPC roles and responsibilities will be assigned 3 months prior to initial occupation of the proposed development.

5.2.4 Once appointed, the TPC will contact RBK to confirm the contact details and allow a communication channel to be formulated. General responsibilities of the TPC at the application site can be summarised as follows:

- Ensure that identified physical measures have been implemented during construction.
- Be the central point of contact for site occupants and RBK regarding travel and transport concerns related to the development.
- Promoting and marketing the TP.
- Organise travel survey questionnaires.
- Undertake the monitoring and reporting.
- Providing all users of the site with up-to-date information relating to sustainable travel options as appropriate.
- Informing all users of the site of promotional schemes relating to sustainable travel.

5.2.5 Any commercial organisation which leases any of the retail or office space will, depending on the size, nominate a Travel Plan Champion (TPCh). The TPCh will have responsibility for the implementation of the Travel Plan within their respective organisation; working with the TPC to ensure measures and monitoring are carried out. The TPCh will be responsible to liaise with the masterplan TPC in order to organise surveys and to measure the number of servicing and delivery trips associated with the commercial units.

5.2.6 The ancillary non-residential uses as individual units within the masterplan are unlikely meet TfL travel planning thresholds – as a result it is assumed that they will have an active role in the wider TP document for the site. This creates a more holistic approach to the site whilst avoiding the need and potential conflict of several different land uses operating on separate travel plans.

5.3 Consultation

5.3.1 The success of the Plan will rely on the support of users of the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators and RBKT.

5.4 Promotion

5.4.1 All users on the site will be made aware of the existence of the Travel Plan and encouraged to contribute towards its implementation. New users should be made aware of the TP prior to / upon first occupation.

5.5 Updating

5.5.1 The TP is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the TP will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.

5.5.2 The on-going monitoring programme and the agreed reviews will provide updated information that will allow the TP to be revised, refined, and improved.

5.6 Detailed Travel Plan

5.6.1 A full travel survey will be undertaken to firm up on modal split of travel and form the final TP baseline data once the development is fully occupied. It should be noted that due to the site's high PTAL rating, additional car travel is not expected, and any modal shift sought will be aimed at maintaining keeping car travel at lower ratio's and growing sustainable modes of travel, particularly walking and cycling.

5.6.2 This TP will be updated to include the results of the travel survey, within 3 months of carrying out the survey and the updated TP will be submitted to the local authority Travel Plan Officer for approval. This TP will subsequently form the basis for further development of the TP and future monitoring of the progress towards meeting targets.

5.7 Implementation Strategy and Action Plan

- 5.7.1 A staged programme for implementation of the TP strategy is required to ensure consistency and ease the process of introducing the TP.
- 5.7.2 Infrastructure measures, such as cycle parking and pedestrian infrastructure, will be put in place during construction and fit out, with all marketing and informative material available to students and staff at first occupation. This material would be regularly reviewed to ensure it reflects up to date information as part of the monitoring strategy.
- 5.7.3 The anticipated timescales for the TP strategy are summarised in an Action Plan indicated in **Table 5.1**.

Table 5.1 Action Plan

Action	Timing
Consideration of TP by local highway authority	Following planning submission and during consultation period.
Planning condition/S106 detailing required content and strategy for TP	At planning permission
Appointment of TPC	3 months to occupation of the new building
TPC responsibilities implemented Preparation of Welcome Pack Site Notices Formation of Bicycle User Group Car Club Implementation Walking / Cycling events	TPC Appointment
Baseline Travel Survey undertaken	3 months after occupation of the new buildings
Baseline Travel Survey results submitted with revised TP, where necessary, including final targets	1 month after Baseline Travel Survey
TP, including final targets, approved by local highway authority. Revisions made where necessary to reflect local highway authority comments.	Within 1 month after revised TP submitted
TP implementation	Ongoing
Travel surveys undertaken	1st, 3rd and 5th year after TP approval
Monitoring reports, including revised strategies if necessary, submitted to the local highway authority	3 months after surveys undertaken
Applicant TP responsibility discharged	At the end of the 5-year life plan of the Full

5.8 Marketing and Promotion of Travel Plan

5.8.1 Marketing and promotion are essential in raising awareness of the existence and aims of the TP. The following section discusses the marketing and promotion measures that will be implemented in detail.

5.9 Welcome Pack

5.9.1 A welcome pack will be provided for each of the new households as well as each of the new businesses which occupy the retail units. This information pack will aim to include the following:

- **Walking and cycle maps;** showing local walking and cycle routes through the development to facilities, such as health services, post offices, shops, library, sports centres, nearest business centre, schools and routes out into nearby countryside.
- **Walking, cycling and bus travel times;** in minutes, to local facilities as above.
- **Site specific public transport information;** closest bus stop facilities and rail facilities, explaining what buses serve the site and what services can be taken to access facilities by sustainable transport.
- **Local taxi information;** contact information.
- **Car sharing scheme information;** promote the personal benefits of car sharing to residents. Existing car sharing websites are free to use and carry no obligation. <https://liftshare.com/uk/journeys/from/london-borough-of-kingston-upon-thames-united-kingdom>
- **Information on reducing the demand for travel;** potential for use of technology and home delivery.
- **Sustainable travel voucher;** to encourage walking, cycling and public transport uptake, this may include the provision of an oyster card for ever resident and employee on the site at initial
- **Provide information about the health benefits of sustainable modes of travel.**
- Location map of the site.
- A description of distance, time, and (where relevant) routes for travelling from the site to key local destinations on foot, bicycle, and public transport.
- Site specific public transport information including rail and bus timetables for local services.
- Details of any site-specific measures such as Bicycle User Group.
- Details of cycle training.

5.10 Travel Information Points / Notice Boards / Social Media / Internet / Smart Apps

5.10.1 An information sheet will be produced and displayed within the on-site notice boards to promote the TP, including specific initiatives associated with it and its objectives. This will provide all of the information that the welcome pack will, as mentioned in section 5.9.

- 5.10.2 The internet and social media will also be used to influence peoples travel behaviour around the site. It has been found that social media has the power to influence the way in which we travel. It is also a key way for developers to get in contact with a younger audience which is beneficially due to the high number of residents that currently occupy the site and are likely to return on completion of the site. One of the benefits with using online platforms as well as welcome packs, is that the information put onto the web is accessible 24/7 and can be used no matter where the resident is when they need the information.
- 5.10.3 Information about the site and travel options will be posted on the dedicated website which can be found at <https://cambridgeroadestate.com/> as well as there being an Instagram page which any residents or employee of the site will be able to follow for live updates as the Instagram page can be used to promote sustainable travel. The social media links can provide the most UpToDate information about bus timetables and train timetable as well as being able to provide direct weblinks to each of the sustainable transport hubs. This is also helpful for residents to gain access to any information regarding delays to any public transport services and provides them with an opportunity to find an alternative.
- 5.10.4 As the development progresses through each stage, social media will also be able to provide real time information regarding the provision of each of the new ZipCar spaces to encourage residents to use the new facilities.
- 5.10.5 Finally the internet can be used to promote the use of Smart Apps like Google Maps and City Mapper to encourage residents and visitors of the site to find the most sustainable route to the site, as these apps have the capability to provide route information for different modes of transport, i.e. via foot, cycle, car or public transport.

5.11 Monitoring and Reporting

- 5.11.1 Monitoring typically involves assessing the success of the TP against agreed modal split targets, with additional measures to support sustainable travel implemented where these targets are not being achieved.
- 5.11.2 A site-wide baseline travel survey will take place within 3 months of the development being occupied and will aim to determine the modal split of students and staff at full TP commencement.
- 5.11.3 The results of the survey will be used to ratify the interim modal split targets, which will be included within a revised TP which will be submitted to RBKT 1 month after completion of the surveys. RBKT will then have 1 month to agree to the content of the TP, including the final modal split targets, after which the TP will be implemented.
- 5.11.4 The monitoring of the TP will occur in the form of travel survey undertaken on the 1st, 3rd and 5th anniversaries of the TP implementation.
- 5.11.5 The TPC will be responsible for commissioning the surveys and compiling the results, which will include:

- Mode of travel.
- Journey distance.
- Cycle parking demand.
- Bicycle User Group uptake.
- Pedestrian and cycle infrastructure review.
- Deliveries and servicing activity.
- Qualitative interview.

5.11.6 Monitoring reports will be circulated to the appropriate officers at RBKT within 3 months of the surveys being undertaken. The monitoring report will include the results of travel surveys and general feedback. The report will include details of measures and initiatives introduced in the past year, plus an outline of planned measures and initiatives that would be implemented in the following year if at all necessary.

5.12 Funding

5.12.1 The initial funding of all aspects of the TP, including the introduction of infrastructure measures, employing of stakeholders, monitoring, and reporting will be the responsibility of the applicant.

5.12.2 This responsibility will be maintained for the full life of the TP, until it is discharged. Should this occur, the transfer of responsibility will be notified to RBKT.

6. Travel Plan Measures Phase 1

6.1 Introduction

6.1.1 This section of the document describes the actual TP measures to be implemented at the application site during Phase 1 of delivery. These measures have been developed specifically with due regard to the transport conditions at the development site, including existing levels of accessibility by sustainable modes of travel. The measures suggested at this stage are only those that are attainable before the whole of the development has been built out.

6.1.2 In general, measures can be assumed to fall into one of two categories; namely 'hard measures', such as physical facilities built into the scheme, and 'soft measures' such as promotional activities, marketing, and incentives. The Phase 1 Travel Plan measures that have been outlined in this document

6.2 Encouraging Walking

6.2.1 6.4.1 Walking will be strongly encouraged as the main mode of travel for shorter journeys or in combination with public transport for longer distance journeys. It will be the TPC's responsibility to encourage students and staff to walk by:

- The www.walkit.com walking route planner is an extremely useful tool and can plot a journey from postcode to postcode using a direct or less busy option. Route maps also include journey time, calorie burn, step count and carbon saving. Information on this service will be provided to residents of the site in the form of a handbook. Residents will be included in this offer.
- Information will also be provided to residents and workers about the 'Walk4Life Kingston' programme which provides free health walks to encourage people of all ages to lead a more active lifestyle in a fun and social way. The programme offers organised walks from Monday to Saturday of different levels in order to promote the mode of travel.
- Acting as a point of contact for users who may be concerned about the condition of local pedestrian routes and liaise with the highway authority to ensure necessary maintenance / improvements.
- Organise participation amongst students and staff in promotional events such as 'Walk to school Week' or 'Walk to Work Week'.
- Provision of information relevant to local pedestrian routes to the nearest public transport nodes.

6.2.2 Information about pedestrian routes and walk distances will be provided via the Welcome Packs.

6.3 Encouraging Cycling

6.3.1 Residents should be made aware of the numerous cycle schemes within the borough that aid the feasibility of the active travel mode of cycling. Within proximity of the site, there are 3

bike pump and public repair stands, with the closest being near Norbiton Railway Station to the north of the site. The stands include tools which allow cyclists to perform basic repairs from changing a flat tyre to adjusting brakes and derailleurs. The stand also has the capability to allow bikes to be hung leaving the pedals and wheels to spin freely for adjustment to be made.

- 6.3.2 There are also courses to help get both children and adults on the road safely with Adult Cycle Skills sessions and Children Bikeability Sessions from Level 1 to 4. The adult cycle skills courses are suitable for first time riders or regular cyclists and are fully subsidised by Transport for London. Sessions are limited to 2 per adults, lasting 90 minutes each. Whereas the children courses are arranged through the school that the child attends, but they are still free and are able to complete all 4 levels of the Bikeability courses. More information about these services can be found at:

https://www.kingston.gov.uk/info/200316/cycling_and_walking.

- 6.3.3 Finally, with respect to cycling in Kingston the Go Cycle Scheme has also launched a Go Cycle loan scheme. This scheme is for people over the age of 18 who and live, work or study in Kingston then you can be loaned a bicycle for one month free of charge. The loaned cycle will also come with a helmet, lock and lights to get you up and cycling.

- 6.3.4 The TPC will encourage students and staff to cycle to and from the application site by:

- Providing information on local cycle routes (including route planning) in the vicinity of the application site.
- Inviting residents and staff to join a Bike User Group (BUG), allowing less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists.
- Using reasonable endeavours to obtain a discount for residents and staff at the local bicycle shop.
- Organising participation in promotional events such as 'Bike to Work Week' or 'Bike to school Week'.
- Provision of changing facilities / showers where possible for commercial uses.
- Arranging and encouraging residents and staff to attend cycle training sessions provided by LBR on an annual basis.
- Providing and / or promoting Dr Bike maintenance sessions and cycle maintenance training sessions on site.

- 6.3.5 To help achieve the above, plans will be displayed on noticeboards at the development site and through appropriate social media highlighting the relevant cycle routes or through social media. Copies of the routes will also be contained within the Welcome Pack.

6.4 Encouraging the use of Public Transport

- 6.4.1 The proposed development provides easy access to public transport modes. As such the 'automatic' mode of transport for users at the application site will largely be public transport.

The use of public transport will nevertheless be further encouraged in line with the objectives of this TP. The TPC will encourage all users at the site to use public transport by:

- Acting as a point of contact for residents and staff of the site who may have concerns about local public transport services and liaising with LBR and public transport operators.
- Providing information on public transport stops, routes, timetables, and fares from the application site, including advertising service changes as part of the Welcome Pack discussed below.

6.4.2 Providing personalised journey planners and if appropriate journey planning facilities.

6.5 Personalised Travel Planning

6.5.1 In line with the above, the TPC at the site will act as a contact point for residents/staff looking to gain a more detailed understanding of travel opportunities from the site. In delivering this service, the TPC would ensure that all students/staff are aware of the sustainable travel options to / from the site. Residents/staff will be able to request assistance from the TPC in planning journeys such that the most efficient and sustainable option can be selected.

6.5.2 The TPC will be responsible for providing information to individual residents/staff members. This would include:

- Journey planning.
- Cost / Benefit consideration.
- Availability of discount / season ticket schemes.

6.6 Car Clubs

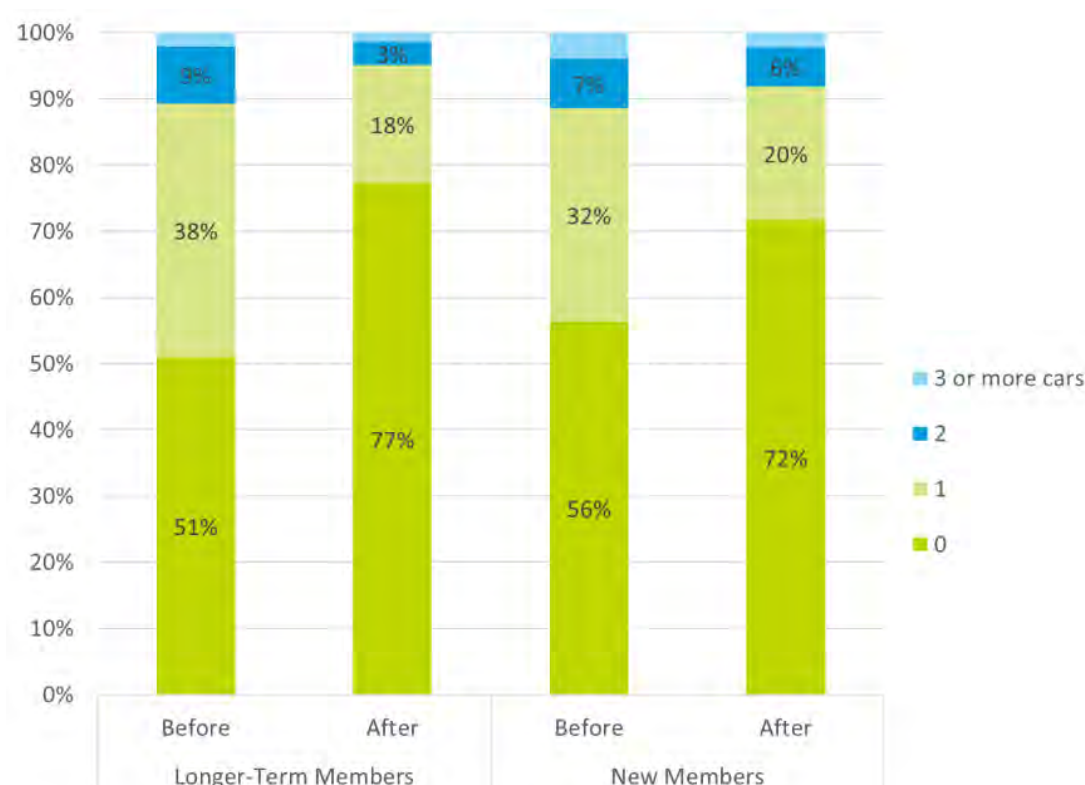
6.6.1 The development will also be supported by additional car club spaces to allow residents access to a car without the need of owning one. They play an active part in reducing car ownership and encouraging active travel.

6.6.2 The Carplus Annual Survey of Car Clubs (2016/2017) states that they help:

- Improve air quality across London
- Help normalise electric vehicles
- Reduce traffic congestion levels
- Facilitate sustainable population growth
- Reduce private car ownership and use

6.6.3 **Image 6.1** shows the effect car club membership has on car ownership.

Image 6.1 Car Ownership Before and After Joining a Car Club



Source: Carplus Annual Survey of Car Clubs 2016/17 Report

- 6.6.4 The graph above shows that over 70% of members (whether new or long term) do not own a car. Therefore, the provision of a car club within the estate provides new and existing residents the opportunity to travel by car without the need to own one which further supports the proposed parking ratio of 0.4 spaces per unit.
- 6.6.5 The car club spaces are operated by ZipCar and the car club allows for cars or vans to be reserved at short notice via the internet in order to hire the vehicle for the time and distance that is required. The service is also known as a 'Floating Car Club' which assists with the reduction of emissions in the borough and helping commuters get around without the need of owning their own vehicles. Zipcar Flex enable the user to park in any resident or shared use bay within the borough without any additional costs. The Flex scheme, unlike car club, does not require the use of a dedicated parking space. More information can be found at: <https://www.zipcar.com/en-gb/how-it-works>.
- 6.6.6 The applicant has been in contact with Zipcar who have been operating within RBK since 2006, and operate the existing car club spaces nearby as outlined in section 3.7. They have confirmed that they are willing to provide 2 zip cars in 2021 upon completion of Phase 1. Further vehicles will be provided throughout the regeneration of the estate and this will be monitored and discussed with Zipcar as each phase is developed.
- 6.6.1 In addition, the applicant is willing to fund a 3-year membership for each new home. Zipcar will also give each home £50+VAT of driving credit.

7. Outline Travel Plan Measures for Remaining of the Development

- 7.1.1 The measures set out below are mainly hard measures which are described as elements of the scheme such as adequate cycle parking and car parking, which are designed in from the outset. Their primary role is to facilitate a modal shift by making facilities available to support 'soft' measures. It is the duty of the TPC to monitor the use of 'hard measures' implemented at the site and consider steps to improve them to better support the objectives of the TP.
- 7.1.2 It is suggested that these measures will only be able to be fully put into place during the later phases of the development, once construction has been completed.

7.2 Car Parking

- 7.2.1 Car parking will be available at the new development and it will be in line with the London plan car parking standards. This means that there will be less parking spaces than what there will be residential units, therefore, it has been decided that all current residents of the site that own a vehicle will have priority to own a right to a parking space if they are to return to the new development upon completion. The remainder of the parking spaces will be sold on a 'right to park basis'. This means that residents will not buy 1 specific parking space, but they will own the right to park in any parking space across the entirety of the site.
- 7.2.2 Furthermore, it is stated that new residents of the site will be unable to purchase a CPZ parking permit, meaning that they will be unable to park in any of the CPZ bays within proximity to the site. This is likely to encourage the remainder of the residents without a parking space to use sustainable modes of transport as they are unlikely to have access to a vehicle. More information about the car parking at Cambridge Road Estate has been documented in the accompanying Car Park Management Plan which accompanies the planning application.

7.3 Cycle Facilities

- 7.3.1 Residents of the new Cambridge Road Estate will benefit from the Go Cycle Programme which consists of a major £32 million infrastructure transformation project. The project aims to upgrade Kingston major highway routes to accommodate the latest cycling infrastructure, while improving the flow of road users, cyclists and pedestrians whilst enhancing the environments through which they travel. Two of the routes that will benefit the residents and visitors of the CRE are the Kingston to Kingston Vale Scheme which runs to the north of the site. This route is currently under construction and it provides cyclists with segregated cycle ways towards Norbiton Railway Station, Kingston Hospital and Kingston University which are all key destinations that may be required from the site. The Kingston to New Maldon Scheme would also directly benefit the CRE, whilst it is only being proposed it would run directly down Cambridge Road which lies immediately to the north of the site. This scheme would facilitate separation of cyclists from traffic along the entire corridor and would provide better access and crossing facilities for pedestrians. Additional cycle parking would also be provided along the route to encourage cycling.

- 7.3.2 There is a variety of cycle parking located throughout the RBKT, with some located within proximity to the site, however, in particular there are Go Cycle Branded Cyclehoop Hangars which have spaces for 6 bikes and are accessed via key entry. There are currently 8 of these cycle hangars located within the site area and it is proposed that these should remain upon redevelopment. The cycle spaces are currently dedicated for residents only, however, it is envisaged that in the future these will become available for the general public's use.
- 7.3.3 Within proximity to the site, there is also the opportunity for residents or visitors to the site to be able to hire a Brompton Bike at Surbiton Station. The Brompton hire dock is available 24/7 with 16 bikes to hire for as little as £3.50 for 24 hours. The bikes are compliant with the Go Cycle programme that is being conducted in Kingston Town Centre. This facility allows for combined journeys, i.e. on buses, trains and taxis, aiding the shift towards sustainable modes of travel to and from the site. There is also added flexibility in terms of being able to hire a Brompton in Surbiton and then being able to return it in another location where there is another Brompton Bike Hire locker.
- 7.3.4 Finally, as previously mentioned the development scheme aims to adhere to the London Plan cycle standards, therefore, this ensures that there will be an adequate number of cycle parking for residents, visitors and employees of the site.

7.4 Electric Car Charging Spaces

- 7.4.1 In terms of car parking spaces there will be a total of 848 car parking spaces. In line with the Draft London Plan the development will provide 20% of parking spaces with active charging facilities and 80% with passive charging. This provision encourages people to choose electric vehicles over conventional vehicles as it provides ease of access to charging facilities that they otherwise would not have had access to. Therefore, this provision encourages more sustainable ways of using the private vehicle.

7.5 Car Club

- 7.5.1 As previously stated, that TPC have been in contact with ZipCar regarding the provision of extra car club spaces for phase 1 of the development. In terms of the latter stages of the development the TPC will continue to liaise with ZipCar with regards to providing extra Car Club spaces for the whole of the masterplan.

8. Modal Shift Targets

8.1 Interim Modal Shift Targets

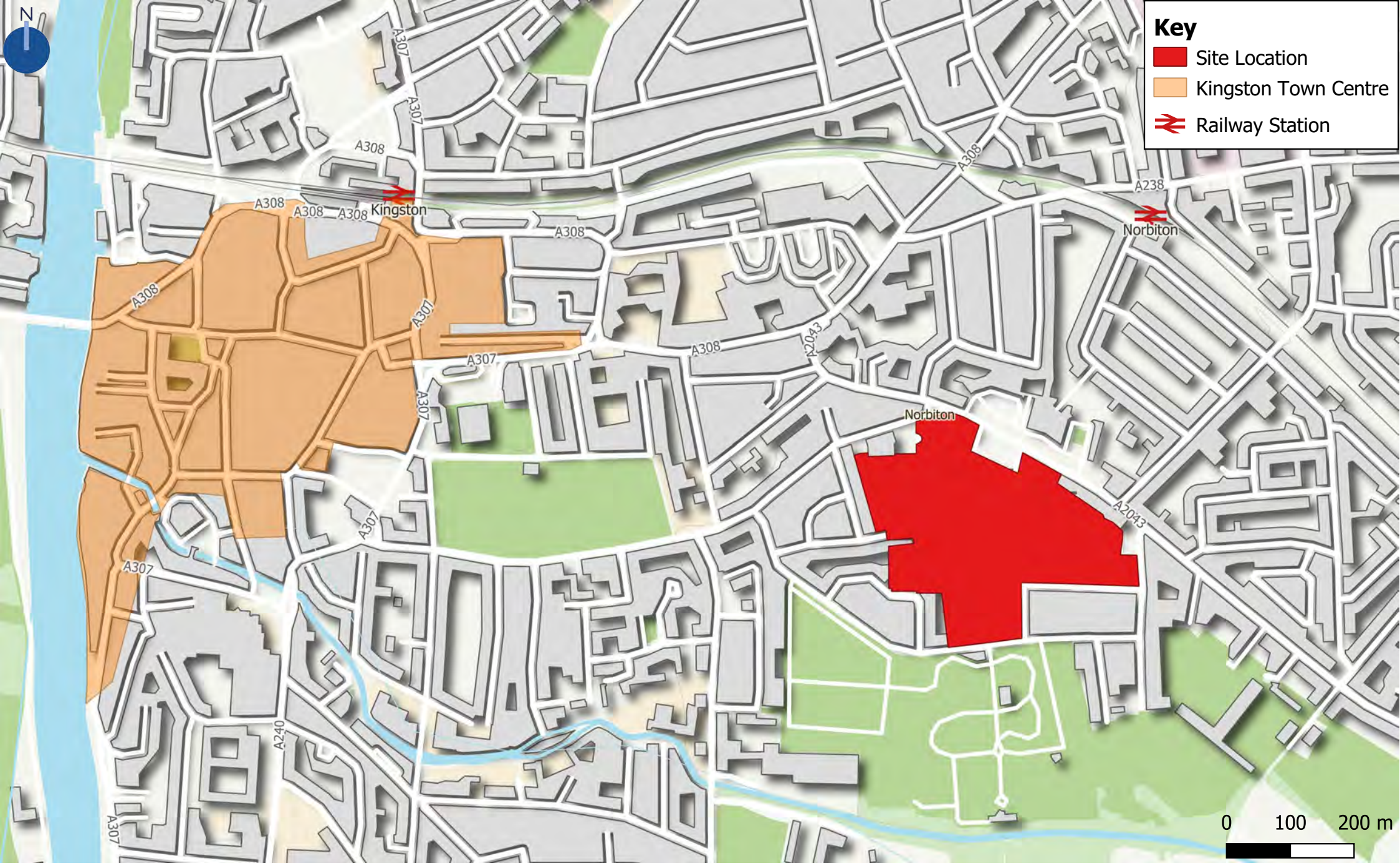
- 8.1.1 Section 3.8 identified the indicative modal split associated with the Application Site without a TP in place, which was based on 2011 Census data. The baseline modal split indicates that at least 73% of users will use a sustainable mode of transport.
- 8.1.2 The TPC would be expected to monitor the modal split through travel surveys after occupation of the site and use the resulting data to determine objective modal split targets.
- 8.1.3 The introduction of a range of measures to support sustainable travel and in particular walking and cycling will result in modal shift.
- 8.1.4 Targets for the scale of modal shift against which the success of the TP can be measured need to be SMART:
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Timed
- 8.1.5 Pending a full survey, it is recommended that initial targets for changes in mode share, to be achieved over the 5-year life of the TP, should focus on reducing car trips and increasing cycle and walk trips. Given that the indication for the baseline modal split suggests a high proportion of sustainable mode share, it is recommended that the following criteria be used to determine the TP targets:
- In the event that the objective baseline split shows a sustainable modal share of significantly less than 80%, the TP targets should be set to reach at least 75% within three years and 80% over the 5-year life of the plan.
 - In the event that the objective baseline split shows a sustainable modal share of 75-80%, targets should be set to attain a minimum of 80% within three years.
 - In the event that the objective baseline split shows a sustainable modal share of 80% or higher, targets should be set to increase the modal share of walking and cycling and to maintain the overall baseline level.
 - In each scenario, a modal share for cycle of a minimum of 5% should be sought.
- 8.1.6 Following the baseline travel survey, which will be undertaken within 3 months of occupation of the new building, these interim modal shift targets will be revised to reflect the site and residents/staff specific travel characteristics. Revised targets will be included within the TP that will be submitted to RBK 1 month after the survey is complete, for agreement or for revision where necessary.

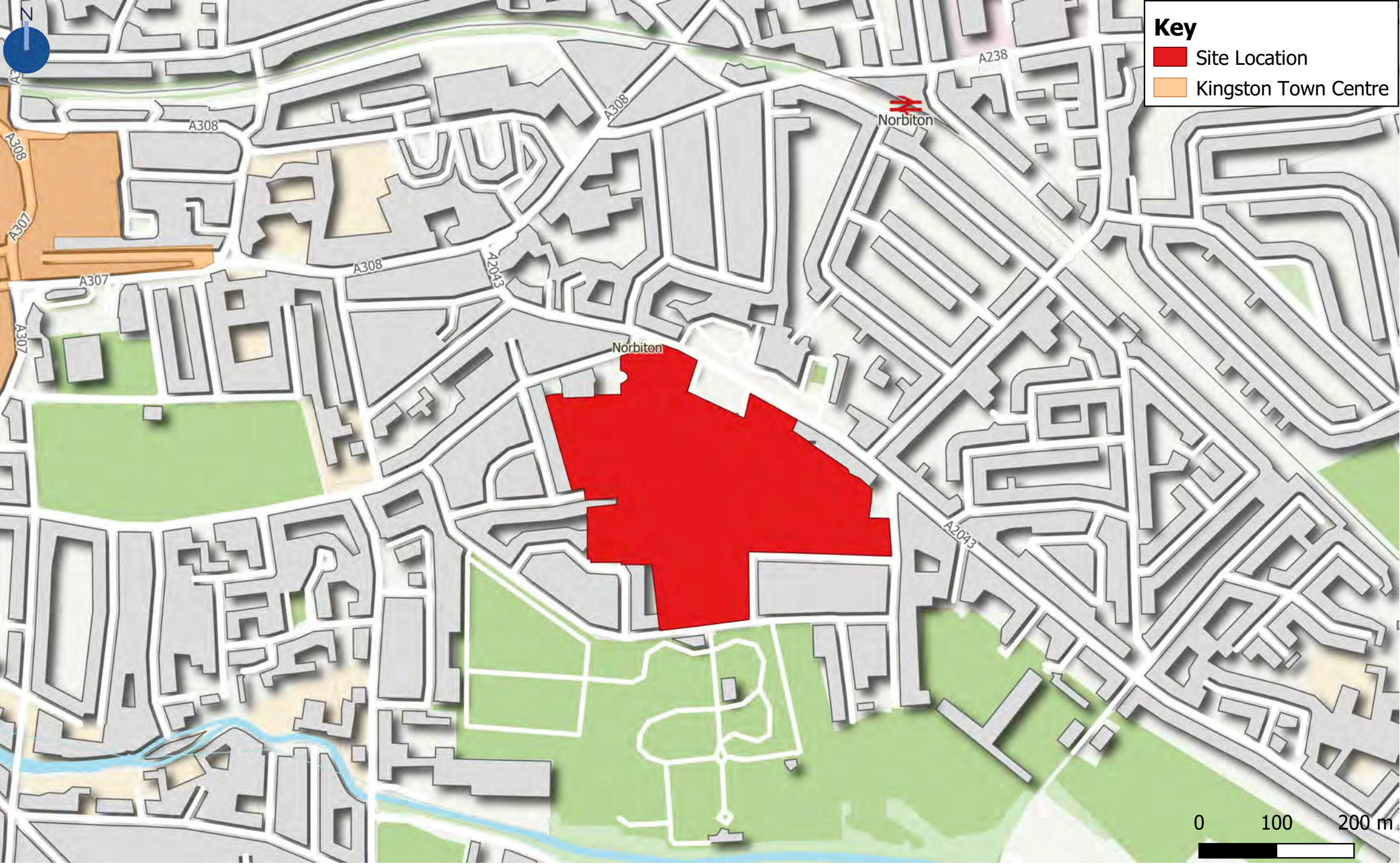
9. Summary and Conclusions

- 9.1.1 Markides Associates have been appointed by Cambridge Road (RBK) LLP to produce this TP in support of their application for the redevelopment of the Cambridge Road Estate. This Travel Plan is intended to serve as the detailed Travel Plan for Phase 1 of the development and a framework for future phases of the development, which will ultimately be incorporated into this as a revised Travel Plan document.
- 9.1.2 The TP will be led by a TPC who will be appointed prior to first occupation and whose objective will be to promote the Travel Plan to achieve a 50% sustainable mode share.
- 9.1.3 The Travel Plan will be continually monitored, and it will additionally be measured annually in consultation with all stakeholders who will approve its contents and fully support the measures being maintained/proposed.
- 9.1.4 In conclusion, this Framework Travel Plan will achieve the objective of maintaining the likely reduction in car journeys to the site, encourage greater use of walking and cycling and provide a mechanism to monitor and control its progress.

FIGURES

Figure 1.1	Outline of Cambridge Road Estate
Figure 3.1	Site Location Plan
Figure 3.2	Local Facilities Plan
Figure 3.3	Pedestrian and Cycle Infrastructure Plan
Figure 3.4	Go Cycle Scheme
Figure 3.5	Manual PTAL Calculation Inc. Link Through Cambridge Gardens
Figure 3.6	Public Transport Plan
Figure 3.7	CPZ Zones in the vicinity of CRE
Figure 3.8	Location of Existing Car Clubs



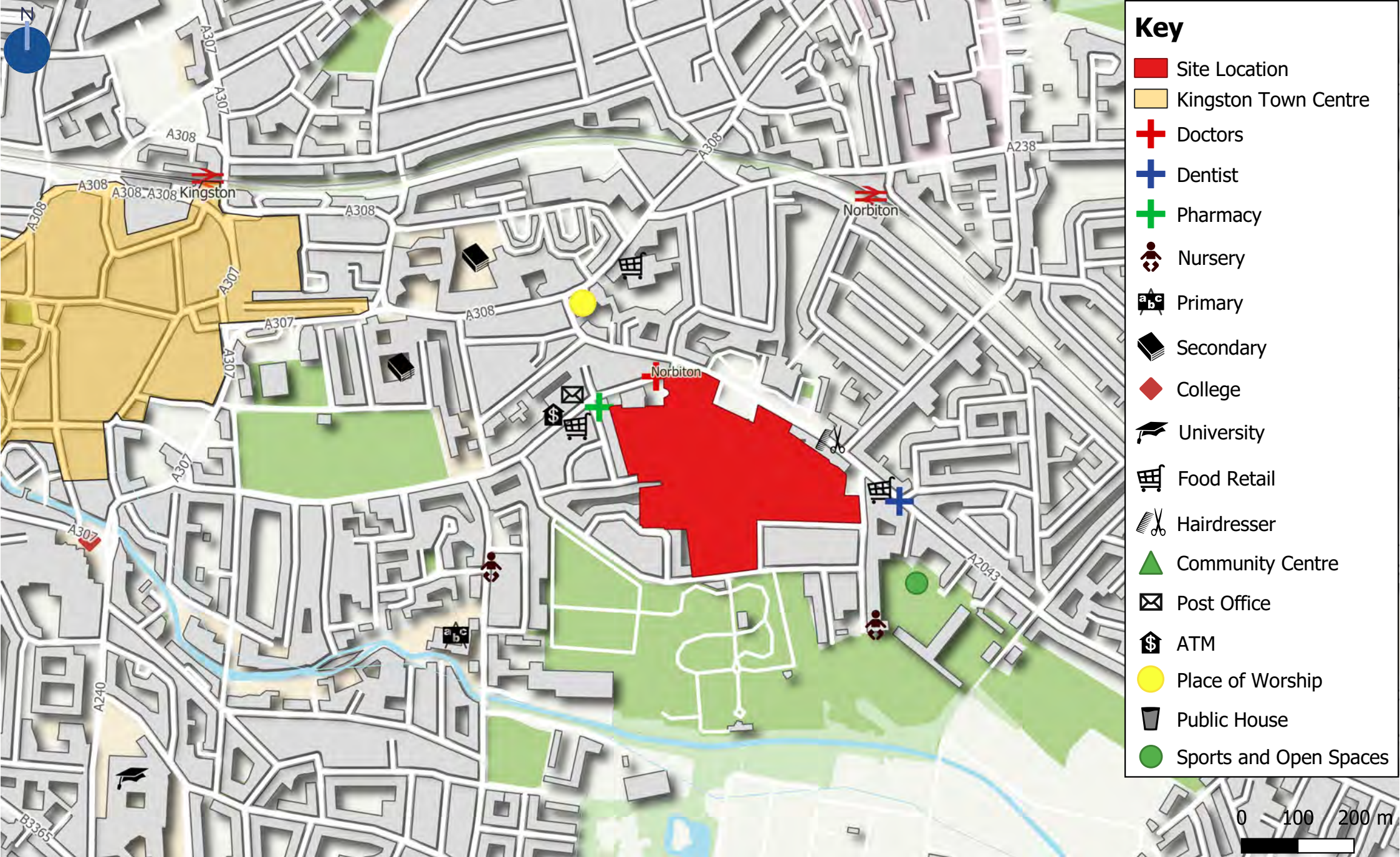


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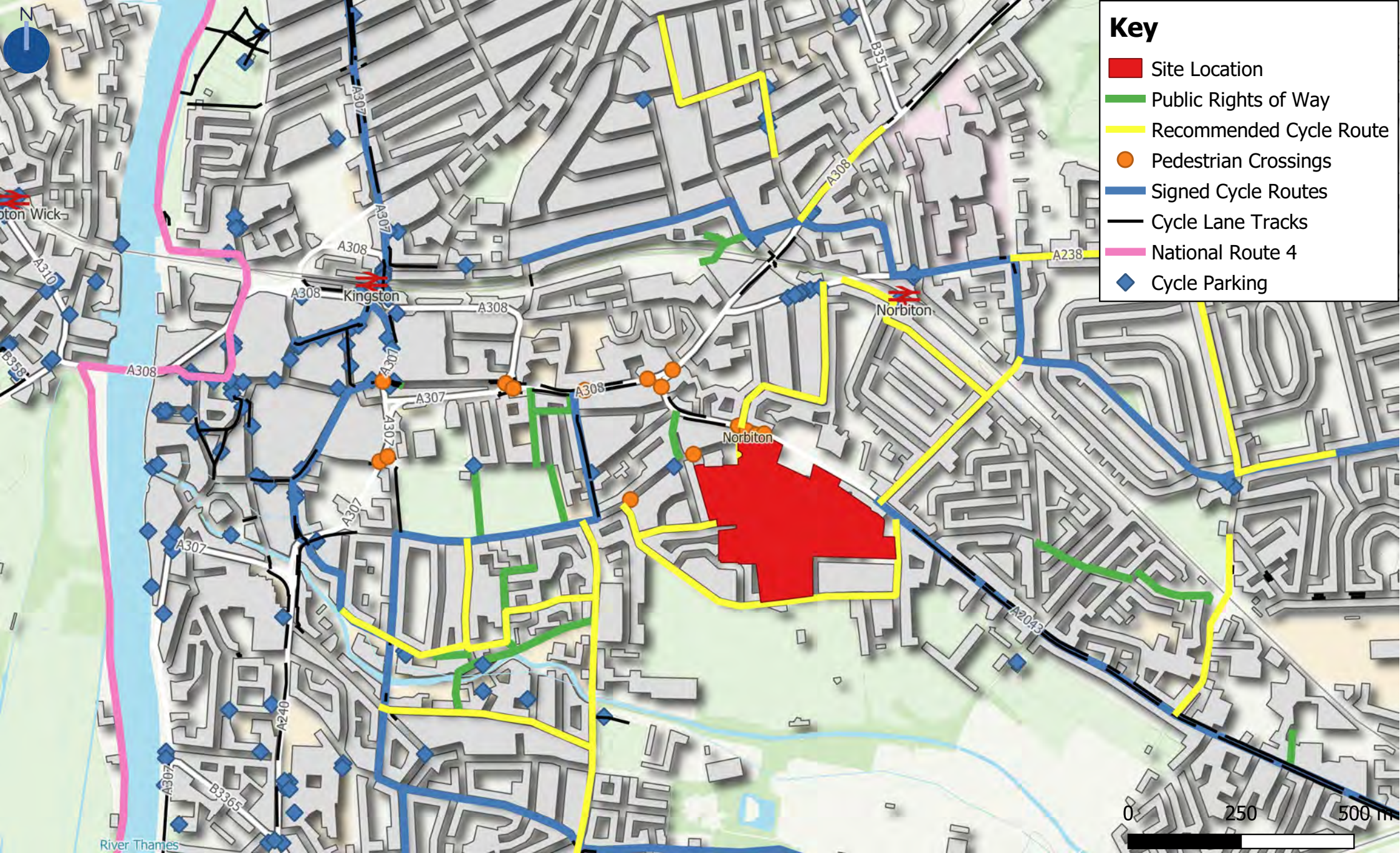
- Site Location
- Kingston Town Centre



Cambridge Road Estate
Figure 3.1 Site Location Plan

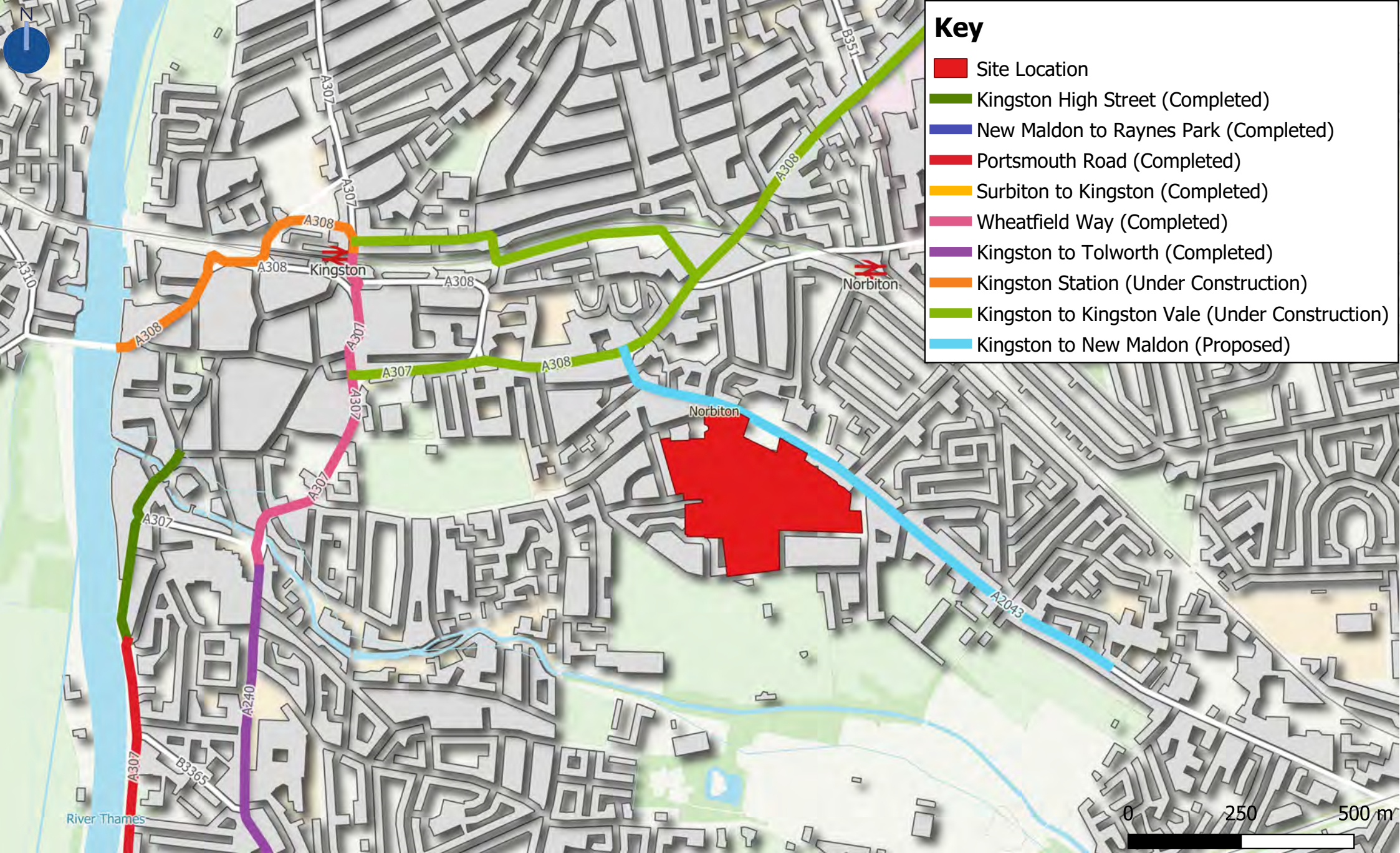


Cambridge Road Estate
Figure 3.2: Local Facilities Plan

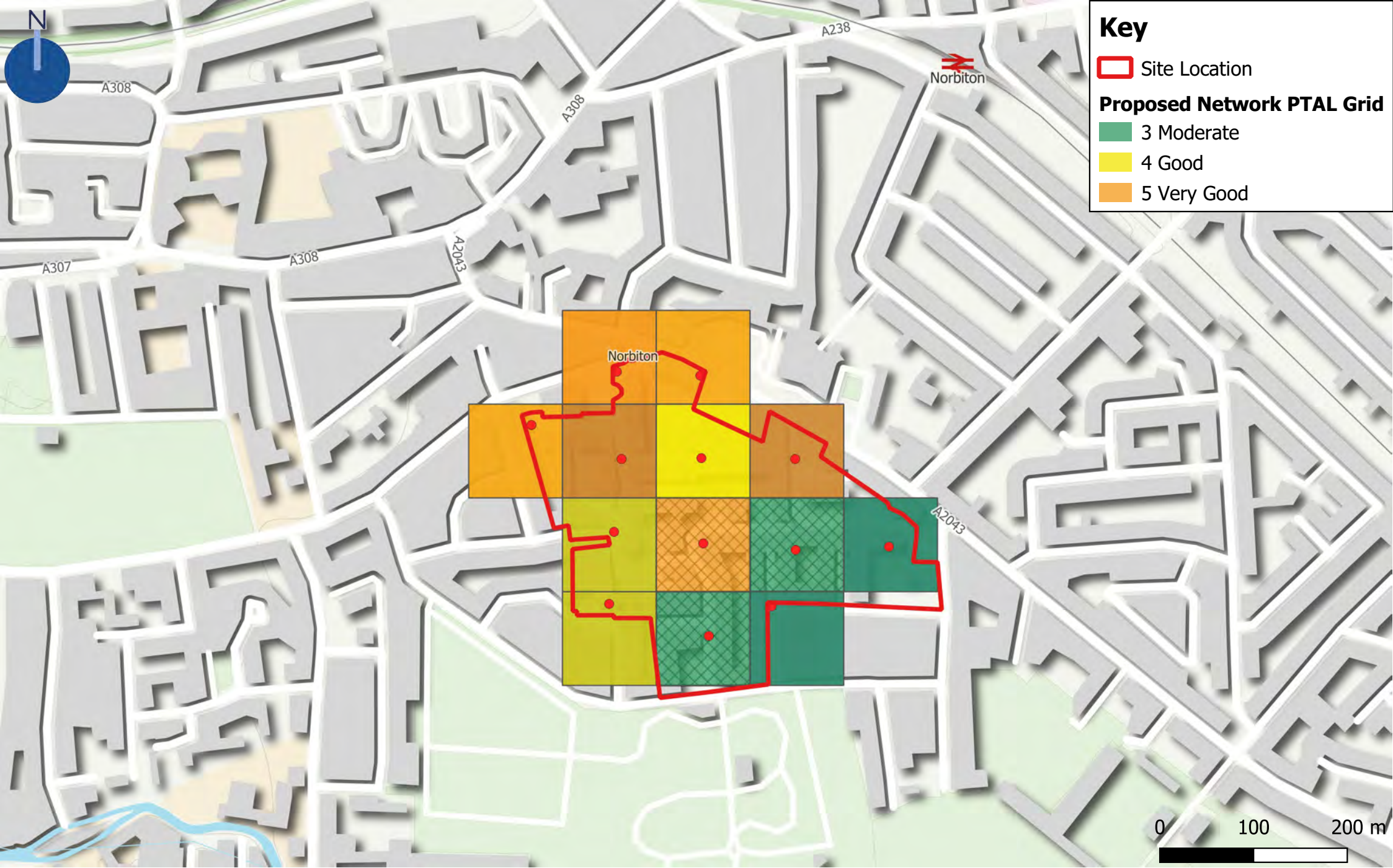


Cambridge Road Estate

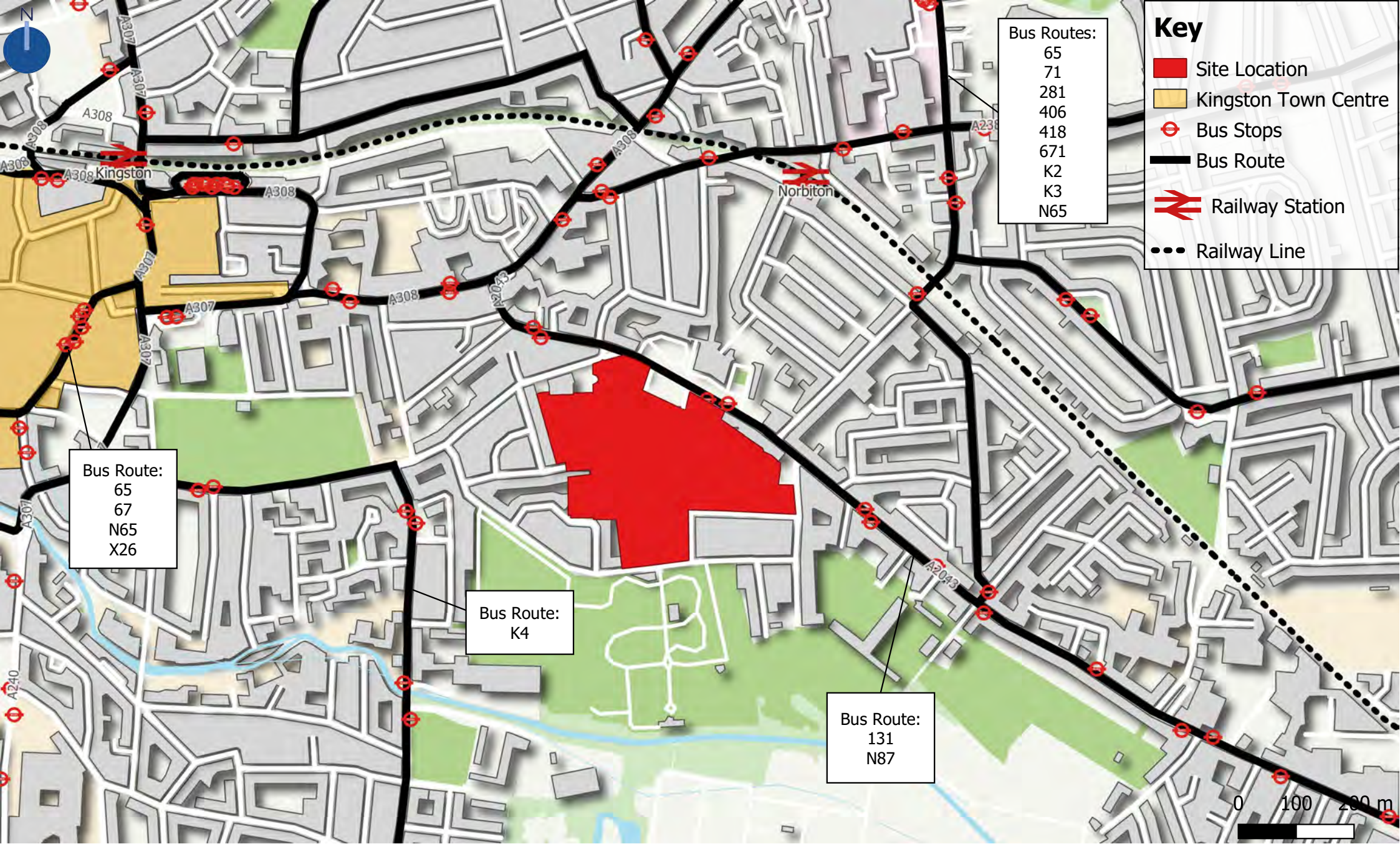
Figure 3.3 Pedestrian and Cycle Infrastructure Plan

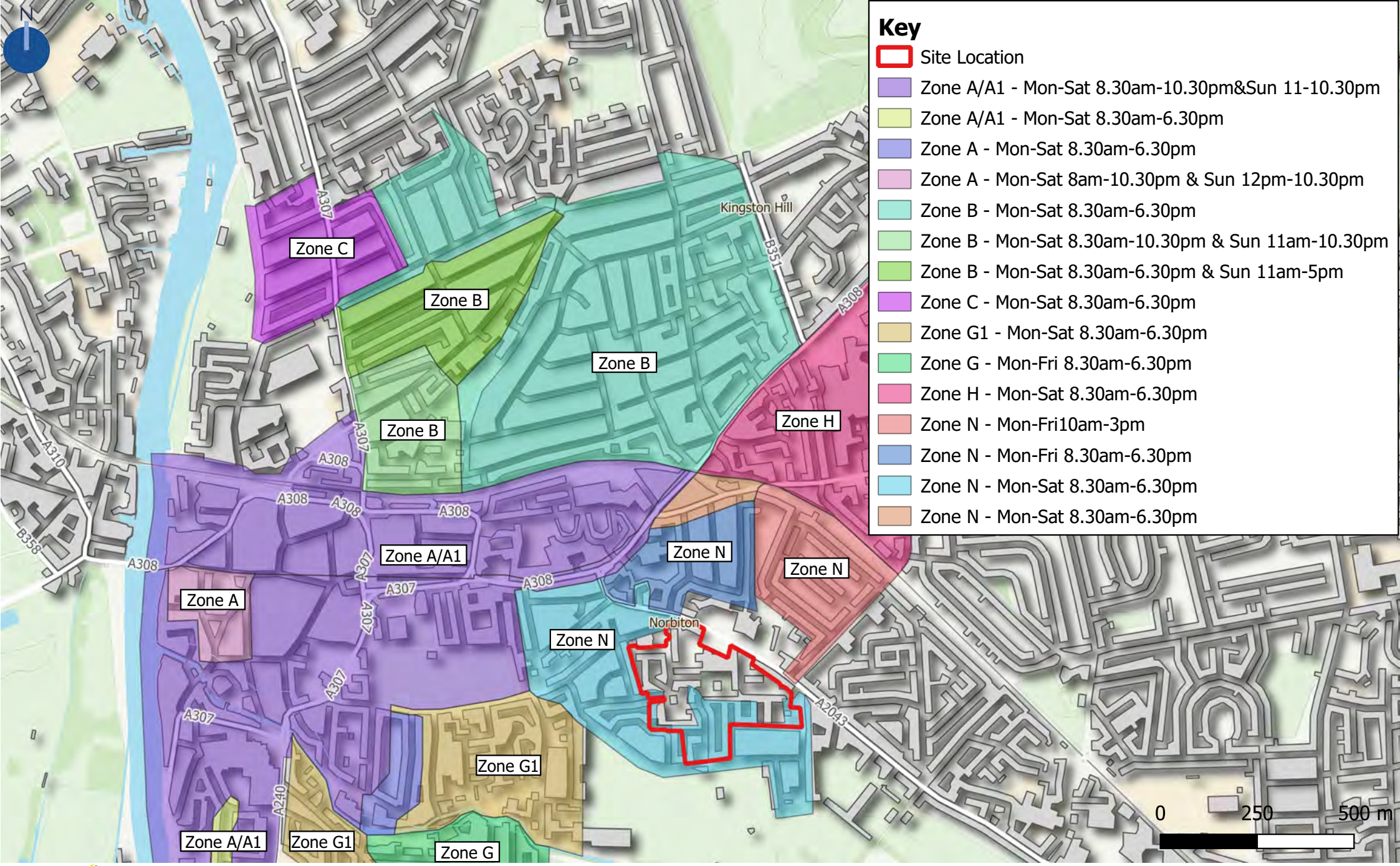


Cambridge Road Estate
Figure 3.4 Go Cycle Scheme

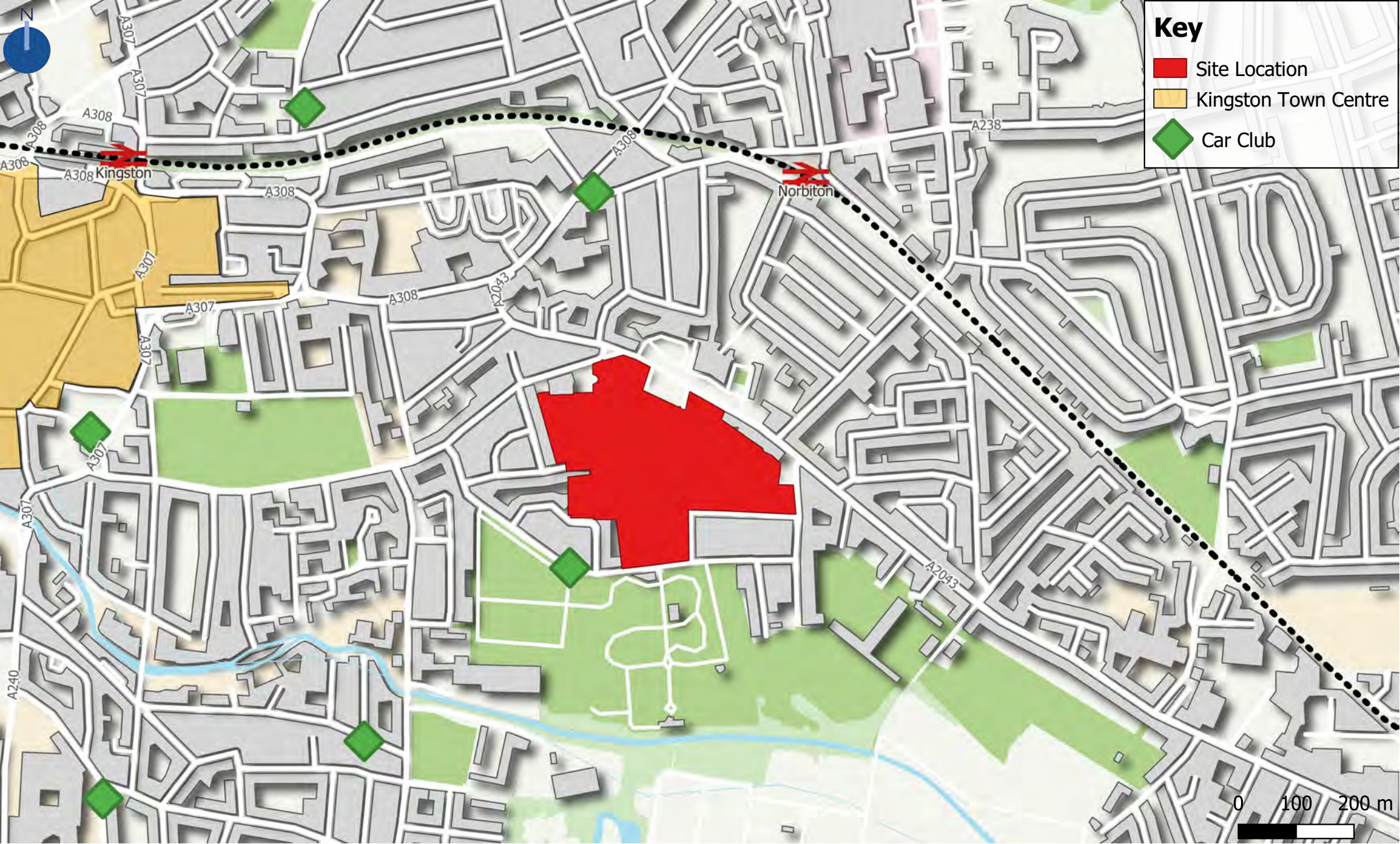


Cambridge Road Estate





Cambridge Road Estate
 Figure 3.7: Existing CPZ Zones



The Design Team

ACD Environmental

Arboricultural consultant

Architecture in Perspective

Visualisation artist

AWA Consulting

MEP engineer

Base Models

Physical modelmaker

Barton Willmore

Planning consultant

Environmental Impact Assessment

Townscape Impact Assessment

Countryside Properties

Developer

CTP Consulting

Structural & Civil engineer

David Bonnett Associates

Access and Inclusive Design consultant

Ensafe

Air Quality consultants

GIA

Daylight / Sunlight / RoL consultant

Greengage Environmental

Ecology and biodiversity consultant

Hodkinson Consulting

Sustainability / Energy consultant

H+H Fire

Fire consultant

Markides

Transport consultant

Patel Taylor

Architect / Landscape Architect

Pipers

Physical modelmaker

Realm

Visualisation and verified views

Royal Borough of Kingston Upon Thames

Project Joint Venture partner

Soundings

Community engagement consultant

SRE

Wind and microclimate consultant

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WYG

Noise and vibration

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