



# Outline Residential Travel Plan

## Land to the Rear of Larkswood

August 2022

## Project Information

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# 1. Introduction

## 1.1 Overview

Aval Consulting Group Limited has been commissioned by Larkwood Developments LLP ('the client') to provide the Residential Travel Plan for a residential scheme of 72no. C3 residential dwellings at an undeveloped site on land to the rear of Larkwood, Chingford, London (hereafter referred to as the 'proposed development'). The site is situated within the London Borough of Waltham Forest (LBWF).

This Residential Travel Plan (RTP) will be used to support the Planning Application for this scheme and should be read alongside the Transport Assessment, also prepared by Aval Consulting Group (August 2022).

This development scheme lies adjacent to land owned by the Council (LBWF), which includes Larkwood Leisure Centre, a health centre, fitness centre, food store, nursery and restaurant. This land is also subject to redevelopment.

This RTP has been carried out in accordance with good practice guidelines and has been prepared in accordance with TfL Travel Planning Guidance, National Planning Policy Framework (NPPF) (2021), Adopted London Plan (March 2021) and current LBWF Planning Guidance documents.

## 1.2 Objective

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

The RTP itself will be a living document, providing detailed long term transport solutions for the development site.

The report has been prepared in accordance with the guidance set out in the National Planning Policy Framework (NPPF) (2021), Adopted London Plan (March 2021) and current LBWF Planning Guidance documents. The report also considers TfL's Travel Planning Guidance (November 2013).

### 1.3 Residential Travel Plans

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

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

### 1.4 Definition of a Travel Plan

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

As set out in the previous Chapter, this RTP will include specific objectives, targets and measures, as well as detail about predicted travel behaviour and mode share. Where elements are unknown, such as the baseline travel patterns, targets and some measures, these will remain ‘interim’ until after a baseline survey is completed and the detail will be submitted within a revised and fuller RTP document. Preparation of a revised full RTP will also follow discussions between the London Borough of Waltham Forest (LBWF) and TfL, as well as any other consultees or key stakeholders, where appropriate, post planning submission.

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

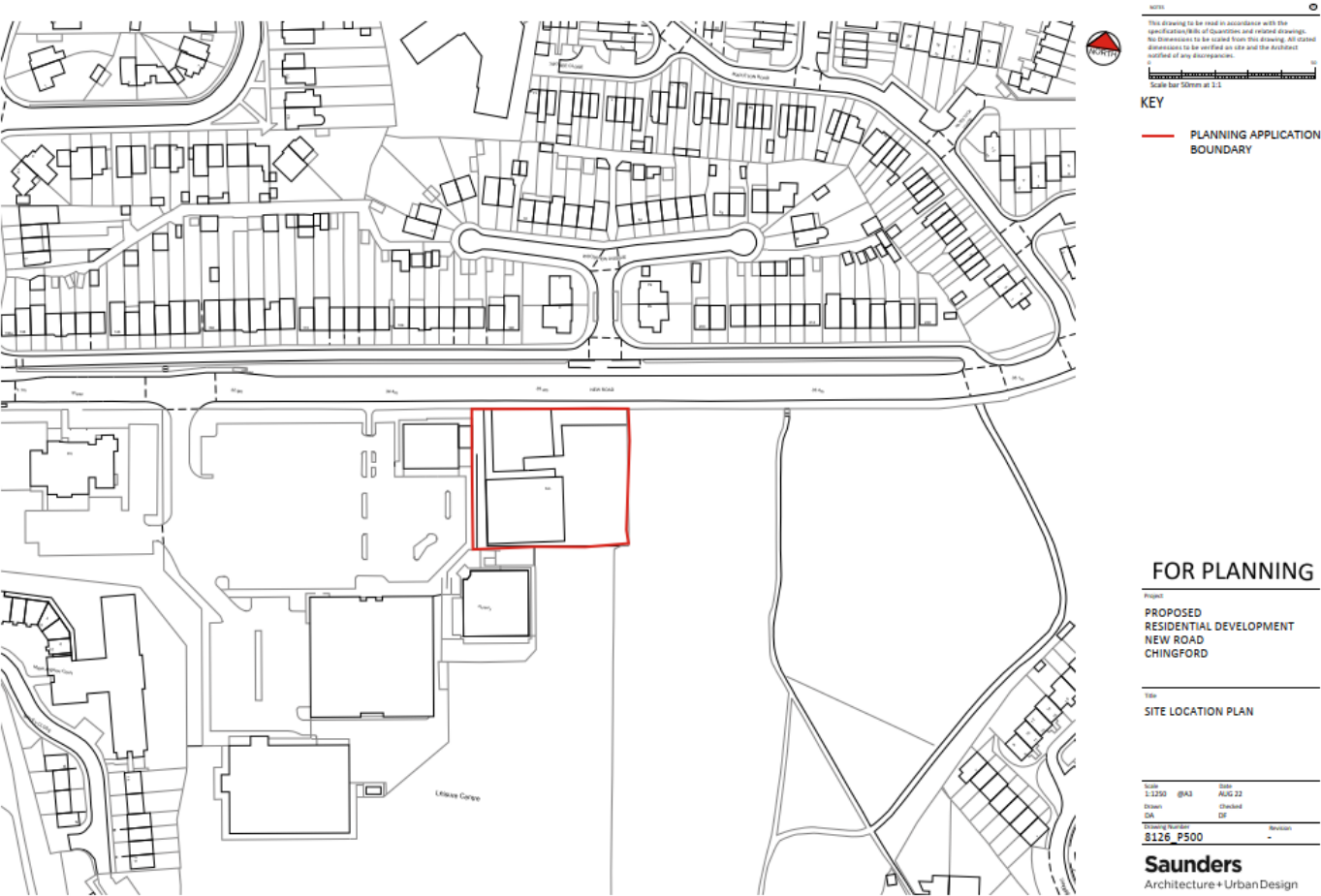
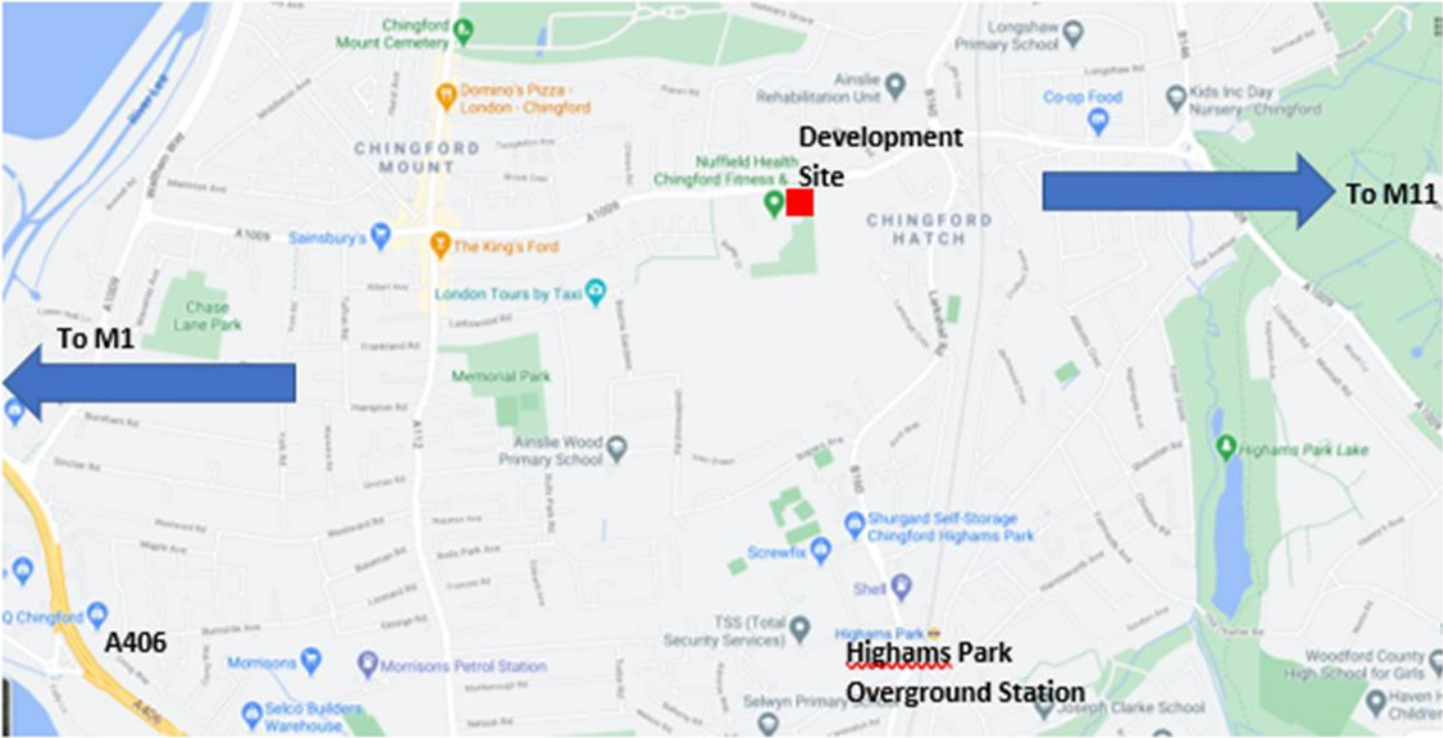
A TP coordinator (TPC) will be appointed to be responsible for implementing, monitoring and updating the revised full RTP following site occupation. This coordination role would be undertaken by someone from the Developer team.

### 1.5 Site Location and Details

The site is currently an unused site, which was formerly a landscape contractors’ yard. The site is situated to the rear of Larkswood woodland area. The easiest way to access the site is from New Road to the north. See Figure 1.1.

The site lies immediately north and west of Larkswood woodland area, as a result the woodland forms the boundary to the south and east of the development. New Road forms the northern boundary and to the west lies the Council owned land, which consists of Larkswood Leisure Centre, a health centre, fitness centre, food store, nursery and restaurant.

Figure 1.1: Proposed Site Location



## 2. Policy and Guidance

This section lists all legislation, policy, statutory and non-statutory guidelines relevant to the proposed development. It also includes all the latest regional and local planning policy guidance specifically applicable to the proposed development.

### 2.1 National Guidance

#### 2.1.1 National Planning Policy Framework (2021)

The principal national planning policy guidance with respect to the proposed development is the National Planning Policy Framework (NPPF). The most recent update of the NPPF was published on 20 July 2021 by the Department for Communities and Local Government (DCLG). This guidance sets out the Government's planning policies for England and how they are expected to be applied. Three dimensions to sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with guidance and requirements set out in this Revised NPPF (Department for Communities and Local Government, 2021), which has replaced the original NPPF document of 27 March 2012.

The NPPF outlines the Government's planning policies for England and how they are expected to be applied. This has a "presumption in favour of sustainable development" and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development in locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

The policy document also recommends that facilities such as shops should be within a short walking distance of most properties, which is the case with this development.

## **2.1.2 National Planning Practice Guidance (NPPG, 2014)**

NPPG is a web-based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Travel Plans are required, and what they should contain. This has been referred to when preparing this report.

The guidance highlights that TAs, TSs and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- Lessening the traffic generation and its detrimental impacts;
- Reducing carbons emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

## **2.2 Regional Guidance**

### **2.2.1 The Adopted London Plan (March 2021)**

The London Plan sets out the integrated economic, environment, transport and social framework for the development of London over the next 20 – 25 years. The London Plan was adopted in January 2011, and has subsequently been revised a number of times, with a recent version prior to this being the ItP Draft London Plan (Dec 2019) and then the Publication London Plan (Dec 2020).

It is, however, the most up-to-date London Plan (March 2021) that has been referred to here. Commercial parking standards, cycle parking standards, public realm and accessibility policies relevant to this application have all been drawn from this version of the London Plan.

Specific transport policies are described in Chapter 6 of the London Plan with parking policies discussed in Sections 6.1 and 6.2. Without reproducing the detailed content of each policy, integrating transport and development is the central theme, with an aspiration to encourage development that reduces the need to travel, especially by car, and locating developments that generate high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high-quality pedestrian environments and details car parking standards for various forms of land use.

### **2.2.2 TfL Travel Planning Guidance (November 2013)**

One of the purposes of the guidance is to ensure that deliveries and servicing are taken into account from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods/servicing aspects will depend on the nature and scale of the development.

The guidance document sets out the core elements of a Travel Plan that are deemed essential. The essential elements are as follows: Objectives, Targets, Measures, Management, Action Plan, Securing, and Monitoring and Review.

London wide targets aim to:

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

## 3 Existing Transport Conditions and Site Accessibility

### 3.1 Site Location

The site is currently an unused site, which was formerly a landscape contractors' yard. The site is situated to the rear of Larkswood woodland area. The easiest way to access the site is from New Road to the north.

The site lies immediately north and west of Larkswood woodland area, as a result the woodland forms the boundary to the south and east of the development. New Road forms the northern boundary and to the west lies the Council owned land, 'Chingford Leisure Park', which is only a few minutes' walk away. The leisure park provides a leisure centre, pool, gym, health centre, child's nursery/pre-school, food store and restaurant.

The closest shop is Tesco Express next door at Chingford Leisure Park. It is only a few minutes' walk away.

The closest school is Larkswood Primary Academy on New Road, which is just a 6 minutes' walk.

The approximate National Grid Reference for the site is E238230, N192729.

The local area is mixed-use in nature.

### 3.2 Existing Conditions

#### 3.2.1 Pedestrian Accessibility

There is no formal pedestrian access to the site at present.

New Road, which forms the main entrance to the site, has dedicated footways of approximately 2.5m in width on both sides. There are pedestrian crossings along New Road (not adjacent to the site) and with the 30mph speed limit, pedestrians should be able to cross the road without any issues during quieter times.

An extensive network of street lighting exists on New Road providing a safer environment during the darker hours. Furthermore, the crossing points all have dropped kerbs and tactile paving present, making the local pedestrian routes easily accessible by partially sighted pedestrians.

As the closest shop (Tesco Express) is situated next door at Chingford Leisure Park and there are many other amenities such as fitness centre, health centre and child's nursery at the Leisure Park next door, residents are not expected to need to walk far to these amenities. The key amenities are only a few minutes' walk away.

The closest school is Larkswood Primary Academy on New Road, which is just a 6 minutes' walk.

There are many existing footpaths in Larkswood close to the southern and eastern boundaries of the site. These footpaths appear to link neighbouring areas together.

A plan of these existing footpaths is presented in Figure 3.1 below. An accessibility plan showing the existing walk routes is also provided in Appendix A.

**Figure 3.1 Existing Footpaths in Larkwood**



### 3.2.2 Cycle Network

New Road does not have a dedicated cycle lane. However, cyclists can use the road safely as the speed limit of New Road is 30mph and the road is wide in both directions.

Cycling to the nearby overground station at Highams Park and Meridian Water railway station is easy and convenient from the site. An accessibility plan is provided in Appendix A.

Approximately 2.2km west of the site location is the closest National Cycle Network Route (Route 1 which stretches from Dover to the Shetland Islands). The length of Route 1 is 2768.9 km (1720.5 miles) long and is one of the longest cycle network routes. The Route 1 can be reached by travelling on New Road and then onto Hall Lane and be reached by a 10-minute cycle ride.

### 3.2.3 Public Transport Facilities

The Public Transport Accessibility Level (PTAL) for the site is 2, which means the site has a poor level of public transport accessibility. The PTAL report is provided in Appendix B.

Despite the poor public transport rating, the site is located within a few minutes' walk of a couple of bus stops which serve several local bus routes.

The closest bus stops are located on New Road close to the junction with Mapleton Road to the east of the site access and on New Road close to the junction of Grove Road to the west of the site. These bus stops are located within 150 yards and a 2-minute walk of the site. The bus stop near Mapleton Road serves westbound buses, whereas the bus stop near Grove Road serves eastbound buses. Both bus stops provide local bus routes 357, 444, 657 and W16. These routes are operated by Transport for London (TfL). Buses arrive between every 10 to 20 minutes and travel towards Edmonton or Walthamstow when travelling west and towards Chingford Hatch, Chingford Rail Station or Highams Park Overground Station when travelling east from the site.

Highams Park Overground Station is located approximately 1 mile south of the site, which corresponds to approximately 4 minutes' driving time, 6 minutes' cycling time or 20 minutes' walking time. The station is also on a bus route. Northbound trains can only travel as far as Chingford Rail Station, while southbound travellers can travel to Walthamstow Central Rail Station to connect with the Victoria Line on the London Underground, or continue onwards to London Liverpool Street Rail Station.

Other nearby stations include Meridian Water Railway Station, which is situated 2.5 miles to the west of the site. The station is accessible within a 15-minute cycle ride of the site access on New Road or a 14 minutes' drive. Buses also serve this station. The railway station is served by Great Anglia trains and these travel to destinations such as Stratford, Bishops Cleeve and Hereford East.

Woodford Underground Station is on the Central Line and this station is located approximately 2.5 miles to the south-east of the site. It can be reached within a 13 minutes' cycle ride or a 8 minute drive. This station can be reached within an 8-minute drive, 13 minutes' cycle ride or by bus.

In summary, despite the PTAL rating, the site is considered to benefit from a well-connected multi-modal transport network with two bus stops a couple of minutes' walk away on New Road, an overground station within a short walk or cycle ride and an underground station and railway station within a short cycle ride, bus journey or car journey away.

### 3.2.4 Car Clubs

The local car clubs are Enterprise, Ubeeqo and Zipcar, although the nearest space is located at Highams Park overground station, which is an 8 minutes' cycle ride or 15 minutes' walk away.

It is unlikely therefore, that any local residents and new residents at this proposed development would use a car club vehicle at present. It would therefore be an

advantage to have a car club vehicle set up locally to reduce the need for residents to own a car and also reduce their number of trips in a private car.

## 4 Development Proposals

### 4.1 Overview

This Chapter includes information on the proposed development, vehicle and pedestrian access arrangements, cycling parking numbers and the development's internal road layout.

### 4.2 Proposed Development

The proposed development consists of demolition of existing buildings for residential development (Use Class C3) comprising of two buildings (Blocks A and B). Block A will have five storeys and Block B will have seven storeys. Each block will have associated pedestrian access, cycle parking, refuse stores and the site will have landscape and amenity areas.

The scheme proposes:

- Flat Block A consists of 5no. 1-bedroom flats, 7no. 2-bedroom flats and 11no. 3-bedroom flats, making a total 23 flats.
- Flat Block B consists of 18no. 1-bedroom flats and 31no. 2-bedroom dwellings, making a total 49 flats.

The site layout plan is provided in Appendix C.

### 4.3 Parking Provision

#### 4.3.1 Car Parking

Parking is a key consideration in this planning application. Based on the current proposals it is necessary to demonstrate that the development is not expected to result in any off-site parking stress on the local highway network and in neighbouring areas.

The proposal accords to the parking policies of the Adopted London Plan (2021), and the aims of the LBWF in that they would like to see minimal car parking per dwelling and support car-free developments.

According to Policy 'Car Parking' in the Adopted London Plan (2021), car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. In addition, car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

For this residential development, car parking has been provided in accordance with the Adopted London Plan (2021). Although the development is located in a PTAL 2 area (poor accessibility), the amenities within a short walking distance of the site are very good.

Maximum standards for car parking take account of PTAL as well as London Plan spatial designations and use classes. Policy 6.1 of the Adopted London Plan (2021) states that maximum residential car parking for this development (in an outer London area with a PTAL 2) is up to 1.5 parking spaces per dwelling. However, it should also be noted that Policy 6.1 also states that where small units are provided i.e. 1-bedroom flats, that less than 1.5 spaces per unit should be provided. Car-free sites are also supported. Furthermore, the LBWF encourage low car / car-free developments. Given this development only proposes small mostly 1- and 2-bedroom flats, car-lite and car free provision is supported.

#### **4.3.2 Car Free Justification**

In addition to the above parking standard policy requirements / recommendations from TfL and the LBWF for a car lite or car free development, and as described in Section 3 of this report, as the closest shop 'Tesco Express' and other key amenities at Chingford Leisure Park, are only a few minutes' walk away, this supports a low car use / low parking development.

Residents at this development are expected to walk and/or cycle to the key local amenities which are within a few minutes' walk away next door and are expected to have a higher mode share of walking and cycling compared to other residents in the area / borough. The neighbouring leisure park provides a leisure centre, pool, gym, health centre, child's nursery/pre-school and restaurant. The closest school is Larkwood Primary Academy on New Road, which is just a 6 minutes' walk.

This all helps to explain why the site is likely to have a higher proportion of walk and cycle trips than average for the area. All key amenities are in a short walking distance.

A Car Club vehicle is proposed close to the development. This will be situated in either in the neighbouring Larkwood Leisure Park car park or on-street opposite the site. This will be funded by the developer for this scheme. This will help to reduce the need for new residents at this development to have a car. The car club vehicle will provide them with a means to use a car when they need to.

The car free nature of the residential scheme is in accordance with emerging Council Policy and is endorsed by the GLA. The new residents' lease agreements will make clear that the scheme is car free.

This Residential Travel Plan has been prepared for this development and this also contains measures/initiatives aimed at encouraging residents to change their travel habits. This will all be in place before the residential units are bought, so new residents will be made fully aware of it.

It does appear that parking in the neighbouring Larkwood Leisure Park car park is unrestricted and free. The barriers do close at night though so anyone leaving their car in the car park would not be able to access it until the following morning.

Parking stress / parking displacement from this development to the neighbouring roads is unlikely (even though on-street parking is unrestricted) as there are no

crossing facilities between the site and the opposite side of New Road, meaning it would be difficult for residents to access the development easily (with shopping and luggage), if they park in the residential area opposite.

The on-street parking surveys (see Section 3.3.6 of the TA) showed that there is availability for on-street parking in the local area and that the roads are not full of existing residential vehicles. The exception to this is Woodview Avenue, which is 100% full. However, this does not mean the new residents at this development will be encouraged to park on these streets.

#### **4.3.3 Car Club Proposal - Enterprise**

A car club space is proposed to be installed in either the Larkwood Leisure Park car park or in one of the on-street parking spaces along New Road close to the junction with Woodview Avenue. Parking is not directly outside anyone's property in this location and so this is the best on-street location close to the site. This car club car and space will be provided by Enterprise Car Club, who are keen to expand in the local area. A document setting out their proposal is provided in Appendix D.

There are no other car club spaces in the immediate local area.

It is proposed that new residents of this development will be provided with a 2-year free membership to this car club on a rolling contract, paid for by the developer. Up to two cars can be allocated to this development (off-site) although one car is preferred to start with and based on demand, an additional vehicle can be added at no additional cost.

New residents will get the same membership as other existing members and if they leave the property at the development within the 2 years free membership period, the new residents taking over would also get free membership for 2 years. It applies to multiple residents at the same address.

Enterprise will provide all the marketing material, booklets, posters etc and residents would also receive a £50 petrol/fuel credit each. Residents would also receive other incentives like discounts off Enterprise rental cars, access to other Enterprise vehicles etc.

After the 2 years free membership for the new residents of this development, it is expected that this car club car(s)/space(s) will be self-funding. Residents would then pay to become a member.

The public (those outside the development) could also use the vehicles by paying to become members of the car club. This would be beneficial to local residents.

According to 'New developments and shared transport: cutting car dependency' report by Como UK (February 2022), CoMoUK research indicates that each car club vehicle can on average replace 18 private cars at a development. Its installation for this development will therefore support the car-free proposal.

According to the report by Como UK (Feb 2022), there is a critical correlation between parking provision for private cars in new developments and the

opportunities for sustainable transport generally and shared transport particularly. Where ratios of private car parking to dwellings are low, residents are much more likely to adopt other mobility options. It will also create a more pleasant environment for walking and cycling.

Car club operators actively scope suitable sites based on the baseline provision of private car parking.

A rule of thumb stated in interviews was that 1 car per dwelling or less is required for car sharing to be feasible. When quantifying the amount of shared transport to provide, critical mass must be considered.

#### 4.3.4 Electric Vehicle Charging Spaces

The Adopted London Plan (2021) emphasises that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities already in place, with passive provision for all remaining spaces i.e. 80% of spaces.

Based on the proposed provision of 3no. disabled spaces for this development, all 3no. parking bays on-site will have active electric vehicle charging facilities.

#### 4.3.5 Disabled Parking Spaces

According to the Adopted London Plan (2021), policy 6.1:

Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset;*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

This scheme provides the minimum number of disabled bays that is required, as the minimum number to provide is 3% of dwellings, which for 72no. dwellings is just over 2no. spaces (rounded to 3no. parking spaces). Three disabled bays are therefore the minimum for the development and this scheme is providing 3no. disabled parking bays.

#### 4.4 Parking Management Plan

A car parking management plan will manage the demand and use of the disabled parking spaces on site. A Parking Management Plan is recommended for new residential developments, in the Adopted London Plan (2021) within Policy 6.1.

It is proposed that the disabled bays on-site will be allocated to a unit on a lease/rent basis and the spaces will be secured. According to the Adopted London Plan (2021), parking spaces should be leased rather than sold to ensure the land they take up is used as efficiently as possible over the life of a development. This includes ensuring

that disabled persons parking bays can be used by those who need them at any given time. Leasing also allows for spaces with active charging points to serve electric or other Ultra-Low Emission vehicles.

Leases should be short enough to allow for sufficient flexibility in parking allocation to reflect changing circumstances.

To begin with, the disabled bays will each be allocated to a specific WCA unit, if required.

The parking spaces will be secured with a lockable bar to prevent visitors and other residents parking in the spaces.

A notice will be installed in the car park on-site notifying those spaces are allocated for residents only, on a lease basis and that a car park management plan is in place.

## 4.5 Cycle Parking Provision

Cycle parking is being provided at the development in line with Policy T5 of the Adopted London Plan (2021). This states that cycle parking should be provided at least in accordance with the minimum standards set out below, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

Based on the minimum standards of 1 space per studio/1-person 1-bedroom dwelling, 1.5 spaces per 2-person 1-bedroom dwelling and 2 spaces per all other dwellings, this development requires a minimum total of 133no. cycle spaces for residents. This is based on having 23no. 1-bedroom flats and 49no. 2 and 3-bedroom flats. An additional 5no. (minimum) short-stay cycle spaces are required for visitors. It is proposed that 6no. visitor cycle spaces (in 3no. Sheffield cycle stands) will be situated within the public open space in the north-western corner of the development, close to New Road pedestrian entrance.

It is proposed that Block A cycle store will comprise 56 standard cycle spaces and 4 non-standard cycle spaces. The cycle store for Block B will accommodate 90 standard cycle spaces and 4 non-standard cycle spaces. This provides a total of 154 residential cycle spaces, which exceeds the minimum required and is welcomed by the local authority.

The cycle store for Block A can be accessed from the communal entrance hall inside. This can be accessed from the communal entrance at the front (New Road) and from the residential courtyard/parking area at the rear of the site.

The cycle store for Block B can also be accessed from the communal residential reception inside the building and also from an external door leading to the residential courtyard/parking area.

Cycle parking will be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards 144.

## **4.6 Site Access Arrangement**

### **4.6.1 Main Vehicular Access**

The proposed development utilises New Road to enter the site. The main access into the development from New Road caters for cars, refuse vehicles, fire tender vehicles, delivery vehicles, servicing vehicles, pedestrians and cyclists. The proposed access road is approximately 6m wide with a 2m footway on the left (western) side, adjacent to the building. The road is two-way.

Visibility is not considered to be an issue at the entrance of the proposed development site as New Road is relatively straight.

The development accords with the NPPF 2021, as not having an unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

### **4.6.2 Pedestrian Accesses**

There are a few pedestrian accesses to the site from New Road. One pedestrian access is situated in the north-west corner of the site and this leads to the communal entrance to Block B. The entrance in the middle of the site leads to the communal entrance to Block A and the entrance adjacent to the access road leads to the residents' courtyard, the play area and bin stores. There are also minor pedestrian access points around the development to access individual doorways to the Blocks and ground floor flats.

The proposed pedestrian friendly area in the south of the site, combined with play space, including fitness equipment will benefit the new residents. Refer to the Landscape Strategy for this Development Proposal for more information.

Refer to the accessibility plan in Appendix A, showing the extensive walk routes and linkages around the site.

## 5 Travel Plan Objectives and Targets

### 5.1 Travel Plan Objectives

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

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

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

- To raise awareness of sustainable transport options and encourage individuals to change their travel behaviour;
- To increase the use of alternative modes of transport to the single-occupancy private car, including walking, cycling and public transport use;
- To improve the health of the local New Road, Chingford residential community through increased levels of walking and cycling;
- To reduce traffic-related air pollution associated with the development within the area surrounding the development site; and
- To reduce congestion and traffic impacts associated with the development on roads within the local area, therefore also improving road safety.

### 5.2 Travel Plan Targets

The principal Travel Plan target over a five-year period is to reduce the number of car trips (excluding motorcycles). It is often the case that Travel Plan targets are based on measures derived from the analysis of current travel patterns. Since this development is yet to be constructed and occupied with the new residents, this is not possible. In light of this, targets cannot be set until the dwellings start to be occupied and residents' travel patterns monitored through surveys.

## 6 Travel Plan Measures and Action Plan

### 6.1 Introduction

The following key sustainable transport strategies are recommended to keep single-occupancy use of the private car down and eventually within the targets of the Travel Plan. These strategies are also required to meet the objectives of the Travel Plan. It is proposed that a combination of strategies are adopted within this RTP for the development which include:

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

### 6.2 Strategy Details

Each strategy encompasses a range of measures which will be acceptable and effective at the site to reduce dependency on the private car and encourage changes in travel behaviour. Efforts to implement the measures would be concentrated in the initial period post completion and then maintained to enable behaviour change from the start, as opposed to gradual implementation.

The measures include both 'hard measures' i.e. infrastructure on and around the site that will help to achieve the travel plan objectives and targets and 'soft measures' to encourage behavioural change from car to sustainable travel e.g. bus timetable information and maps of cycle routes etc. The measures are described in detail within Table 6.1 in this Chapter, alongside an action plan showing how the measures will be delivered and communicated to residents, timescales and responsibilities. Each measure also includes short, medium and long-term actions and an estimated level of cost, which have been rated low, medium or high; these ratings are estimations and will be calculated within the revised full RTP for the development.

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

#### 6.2.1 Walking Strategy

The proposed development is designed to be inclusive and safe for pedestrians, with high quality pedestrian access points from New Road.

Security of the development will be achieved with an active street frontage onto the internal access road and this will have effective lighting and a good level of natural surveillance.

The close proximity of the site to local bus stops and Highams Park Overground Station also provides opportunities for commuting and accessing shopping and various other services by foot. Encouraging people to walk to and from the development site will be achieved through using the various measures outlined in Table 6.1 below.

### **6.2.2 Cycling Strategy**

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

The proximity of the site to local shops, the town centre and rail, overground and underground stations provides opportunities for commuting and accessing services by bicycle.

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

### **6.2.3 Public Transport Strategy**

The site is within close proximity of bus stops and an overground station (the underground and mainline railway stations are further away, not within a desirable walking distance).

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

### **6.2.4 Car and Parking Strategy**

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

As part of the development proposals, a Car Club vehicle is proposed close to the development. This will be situated in either the neighbouring Larkswood Leisure Park car park or on-street opposite the site. This will be funded by the developer for this scheme. It will help to reduce the need for new residents at this development to have a car. The car club vehicle will provide them with a means to use a car when they need to.

### **6.2.5 Promotional Strategy**

This includes measures such as personalised travel planning, catering for individual residents' needs, welcome packs, travel packs and home working, as described further in Table 6.1 below.

**Table 6.1 Travel Plan Measures and Action Plan**

Proposed Measure	Description	Timescale	Responsibility	Costs to Implement
<b>WALKING STRATEGY</b>				
Promotion of Health & Fitness	Raising resident awareness of the health benefits associated with regular walking. Undertake specific awareness activities with that in mind and present posters and leaflets on site containing factual information about the health benefits of walking. This measure is most effective when factual statements and examples are used to catch people's attention e.g. according to the Health Education Authority, 'Walking briskly for half an hour a day can halve the risk of heart disease'.	On occupation and on-going	Travel Plan Coordinator	Low
Develop a Pedestrian Route Map	Provision of a pedestrian route map to help residents and visitors plan their routes to and from the site, and to nearby facilities. This will include locations of pedestrian crossings, highlight routes that are well lit for walking at night, and show routes which avoid steps and steep gradients (and which are thus accessible to all). Distances and travel times to popular destinations within the local area will also be included.	On occupation	Travel Plan Coordinator	Low
<b>CYCLING STRATEGY</b>				
Provide Secure Cycle	Provision of appropriate cycle parking for residents within easy reach of each flat block. The cycle parking stands should be	Implemented when site is built	Larkswood Developments LLP	(Included within Scheme)

Parking On Site	secured within a secure cycle store and be protected from the elements by being covered. Cycle parking will also be provided for visitors.			
Provide visitor parking stands	Provision of 3 visitor cycle stands (6 spaces) on-site in the north-west corner.	Implemented when site is built	Larkwood Developments LLP	(Included within Scheme)
Signage to appropriate Cycle Routes	Provided signage within the development site and update signage in the local area directing cyclists toward local cycle routes and to roads suitable for cycling.	Implemented when site is built	Larkwood Developments LLP	Low
Develop a Cycle Route Map	Provision of a cycle route map showing residents and visitors local cycle routes and facilities for cycling to and from the site.	On occupation	Travel Plan Coordinator	Low
Promote Cycle Training	Information on cycle proficiency training to be provided to all residents of the development. Cycle training is available from the London Borough of Waltham Forest, and will be important in encouraging children and adults living within the development to cycle. Cycle training will enable those who did not previously feel confident to cycle to learn in a safe environment and get coaching for cycling.	On occupation and on-going	Travel Plan Coordinator and LBWF	Medium
<b>PUBLIC TRANSPORT</b>				
Providing Public Transport Route Maps	Making up-to-date timetables and route maps for buses, underground and trains available to residents and	On occupation	Travel Plan Coordinator	Low

and Timetables	visitors at travel information points.			
Public Transport discounts	Introduce public transport discounts and other marketing initiatives to residents.	On occupation	Travel Plan Coordinator	Low / Medium
<b>CAR PARKING STRATEGY</b>				
Car Parking Management Plan	A car park management plan is incorporated in the TA and Travel Plan, informing how the three disabled parking spaces on site will be managed and secured.	Implemented when site is built	Larkswood Developments LLP and Travel Plan Coordinator	(Included within Scheme)
Promote a Car Sharing Scheme	Promotion of a car sharing scheme for residents who make similar journeys and are looking to cut the financial costs of car use. The car sharing scheme will be promoted through using Liftshare ( <a href="http://www.liftshare.com">www.liftshare.com</a> ) to allow interested car sharers to register online. Information will also be posted on notice boards (or similar) within the development allowing residents to find/request people for car sharing.	On occupation	Travel Plan Coordinator	Low
Enterprise Car Club	A Car Club vehicle is proposed close to the development. This will be situated in either the neighbouring Larkswood Leisure Park car park or on-street opposite the site. This will be funded by the developer for this scheme. It will help to reduce the need for new residents at this development to have a car. The car club vehicle will provide them with a means to use a car when they need to..	On occupation	Larkswood Developments LLP, Travel Plan Coordinator and Enterprise Car Club	Medium / High

Electric Vehicle Charging Parking Spaces	All 3no. parking bays on-site will have active electric vehicle charging facilities.	Implemented when site is built	Larkwood Developments LLP	(Included within Scheme)
<b>PROMOTIONAL / MARKETING STRATEGY</b>				
Welcome Packs	<p>Provision of travel welcome packs to residents, which outline sustainable travel options to and from the site. They will also identify nearby facilities in place for walking, cycling and using public transport to access the site and will contain the maps which were discussed in various other strategies proposed in this Chapter.</p> <p>Travel packs are also an effective way of communicating the benefits of using sustainable modes of transport to people, which include health, financial, environmental and social benefits.</p>	On occupation	Travel Plan Coordinator	Low
Boadband Internet / Home Working	Reducing the need to travel to jobs and other services through the provision of high speed broadband compatible infrastructure allowing residents to setup their own broadband connection.	Implemented when site is built	Larkwood Developments LLP	Low

## **7 Delivery, Management, Monitoring and Review**

### **7.1 Introduction**

If planning permission is granted, it is envisaged that the full RTP will be either a condition of grant of permission or annexed to a legal agreement to ensure it is implemented. The following sections describe the next steps that would occur towards implementation.

### **7.2 Travel Plan Management**

Management, review and monitoring of the RTP are essential aspects in ensuring that objectives and targets are being met and measures are being implemented, and in taking remedial action where necessary. It is usual that the onus for RTP management and monitoring is placed on the developer.

The developer will identify a Travel Plan coordinator to manage the elements of the RTP and this role can be undertaken by the developer themselves.

### **7.3 Travel Plan Coordinator**

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

### **7.4 Travel Plan Monitoring**

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

The RTP will be legally enforced by the LBWF. The borough will require a robust monitoring strategy to:

- Meet the requirements of the Travel Plan monitoring process, as set out in TFL's Travel Planning Guidance (2013);
- Monitor progress in achieving the Travel Plan's SMART targets and identify refinements to be made to the plan if it is not on course for achieving what it set out to;

- Assess the effectiveness of the travel plan and specific measures implemented to encourage sustainable travel; and
- Assess whether further measures or targets need to come forward.

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

The travel monitoring surveys that will be undertaken in interim years 1 (a year after the initial baseline survey) and 3 and year 5 will be undertaken in accordance to the borough's and TfL's survey monitoring methodology. This methodology involves a one-day survey of the site including multi modal counts at the site's entrances to establish the number of vehicle, pedestrian and cycle movements and a residential online travel questionnaire asking for their travel patterns on the day of the survey. Information such as time of departure and arrival, postcode of where they travelled to and methods of travel (main and final mode) to and from the site are collected.

Surveys will need to record not just the travel patterns but also the uptake and effectiveness of individual measures.

The TP coordinator will be responsible for ensuring the above travel surveys are undertaken and will report the results to the LBWF. The results will feed into the TP monitoring and the TP coordinator will use the results to establish whether mode share targets are being met and will set new targets for the following period. A review of measures will also be undertaken, as above to establish the most effective ones, and new measures which would be beneficial at the site will be suggested.

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

Monitoring reports will be prepared for the LBWF within 3 months of the completion of surveys. The TP monitoring data can provide the LBWF with data to inform their annual monitoring reports and to assist in borough-wide progress in achieving their local objectives.

## **8 Securing and Enforcement**

### **8.1 Securing and Funding the Travel Plan**

If planning permission is granted, it is envisaged that this RTP will be either a condition of grant of permission or annexed to a legal agreement to assume it is implemented i.e. through a S106 agreement.

Larkwood Developments LLP will need to ensure that suitable funding is provided to make sure measures can be implemented and that ongoing monitoring and review can take place in accordance with that set out in this RTP.

### **8.2 Enforcement**

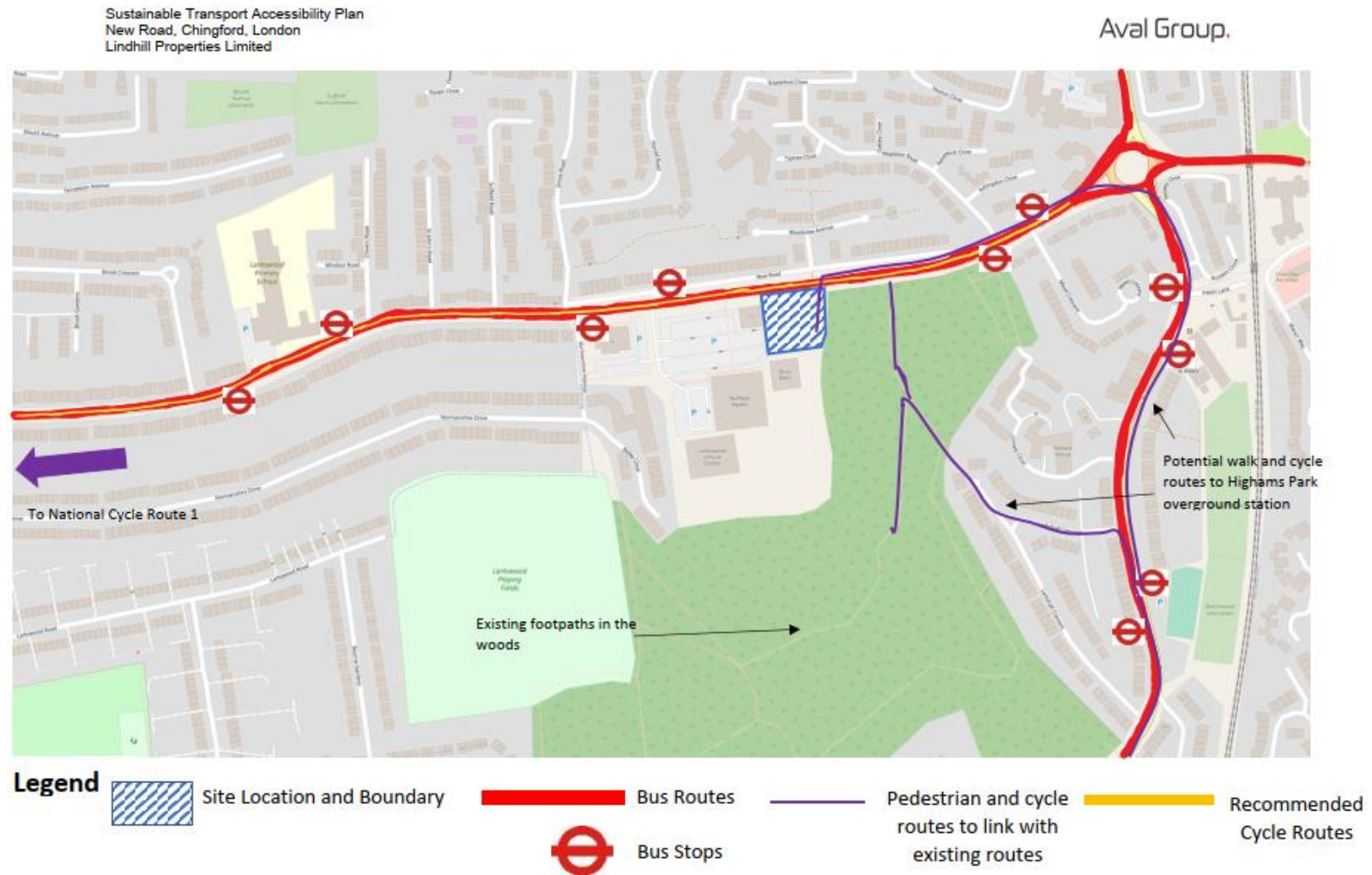
If planning permission is granted, it is through this permission or legal agreement that the enforcement plan for the RTP is agreed. This might include a sanction should the RTP fail to deliver key measures and targets.

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

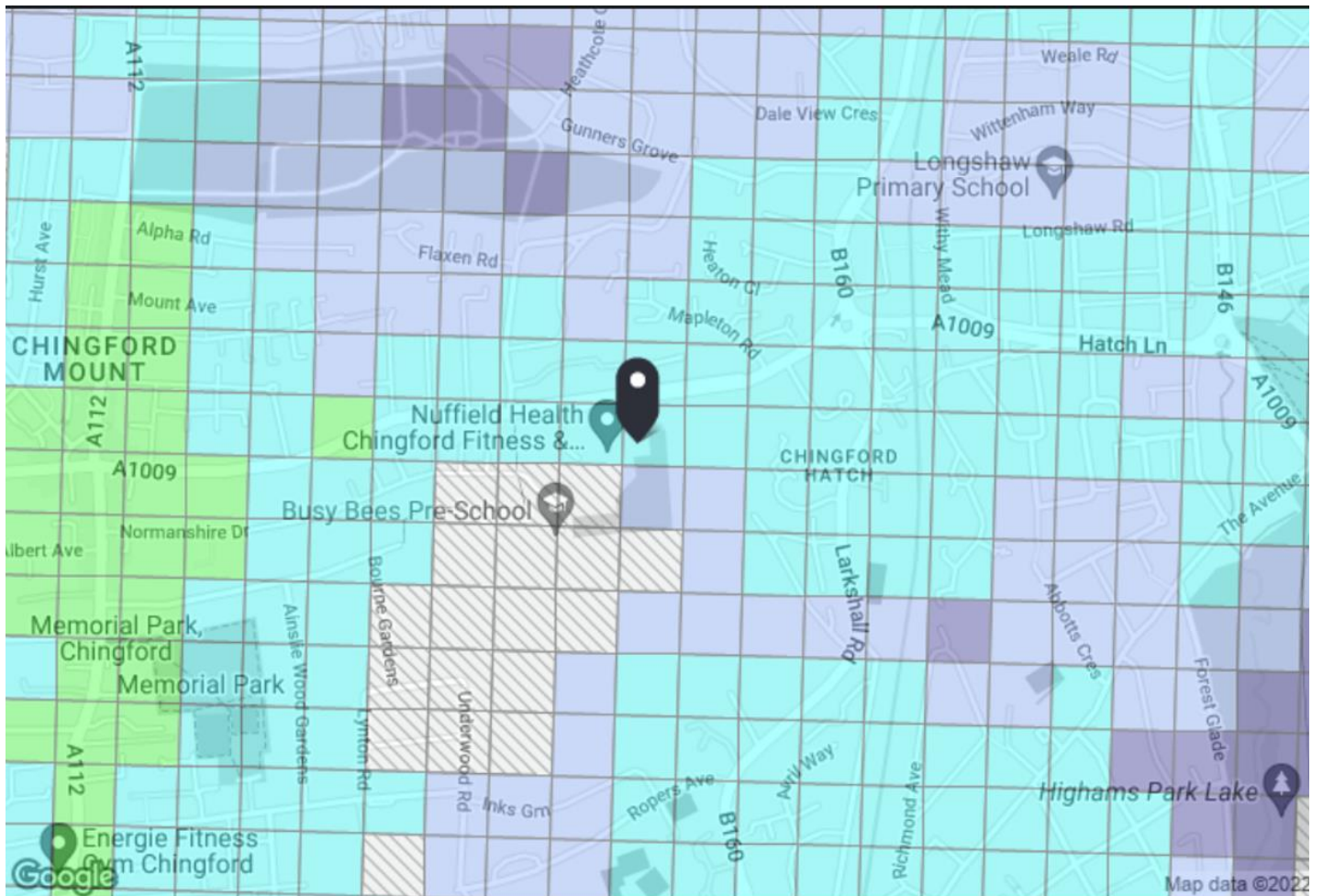
## Appendices

- Appendix A: Site Accessibility and Local Walk Routes
- Appendix B: PTAL Report
- Appendix C: Proposed Site Drawings
- Appendix D: Car Club Proposal

## Appendix A: Site Accessibility and Local Walk Routes



## Appendix B: PTAL Report



PTAL output for Base Year

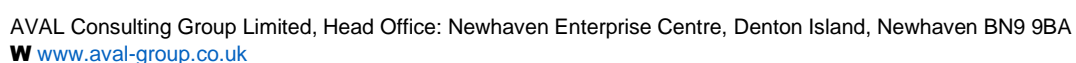
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## Appendix C: Proposed Site Drawings







## Appendix D: Car Club Proposal