

## BREEAM Travel Plan



**Assisted Living Extra Care Development, Kingston Road,  
Merton, London, SW20 8DB**

October 2014

Revision C - 2 December 2015

Prepared by:



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## 1 Executive Summary

- 1.1 Encon Associates Limited has been commissioned by McCarthy & Stone Retirement Living to prepare a Travel Plan in connection with the BREEAM Assessment for the proposed redevelopment of Nelson Hospital.
- 1.2 Planning consent has been granted by the London Borough of Merton Council (LBMC) to provide a new Local Care Centre within the existing footprint of the hospital including the former nurses home and associated car parking area (site 1) and Assisted Living Extra Care Development (site 2) comprising construction of a new two/three storey (5,600m<sup>2</sup>) local care centre, incorporating the retention of three pavilion buildings and alterations to access route, 68 car parking spaces to the rear and construction of a new two/three storey assisted living extra care development with 51 residential units and associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site. New landscaping to the Rush and Kingston Road and alterations, including new landscaping to Blakesley Walk
- 1.3 This Travel Plan is provided for the Assisted Living Extra Care (site 2) part of the development to be operated by McCarthy & Stone and has been produced in accordance with the requirements of BREEAM 2011 New Construction and the requirements of Tra 05 within the Transport section of the assessment, with the following aim:

*To recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.*
- 1.4 This document demonstrates the commitment of McCarthy & Stone Retirement Living and its Senior Management to the implementation of a Travel Plan and promotion of sustainable travel which is of the utmost importance to the company and its corporate image and has been developed in accordance with the requirements of Tra 05 of the BREEAM Assessment.
- 1.5 The document makes reference to the Transport Assessment produced by Vectos Transport Planning dated November 2011, commissioned by McCarthy & Stone for inclusion as part of their application for planning consent.
- 1.6 This version of the report has been produced in response to the comments received 18 November 2015, from Ben Kennedy, Transport Planning - Development, Future Merton.

## 2 Introduction

### 2.1 What is a Travel Plan?

A Travel Plan is a package of measures that promotes choice of travel to employees, residents and visitors and seeks to alleviate the impact of single occupancy car travel on the local environment. Travel plans are aimed at commuter and work based travel, to encourage staff, residents and visitors to choose alternatives to single occupancy car use and to reduce the need to travel to and from their work or visitor destination. A Travel Plan can cover issues such as encouraging and promoting the use of public transport, the provision of cycling facilities, establishing car sharing databases and highlighting health issues. It encourages employees and visitors to share their car, walk, cycle or use public transport, whilst retaining a realist approach in encouraging travel change.

### 2.2 BREEAM Compliance

The following is required to demonstrate compliance of Tra 05 to achieve one credit towards the BREEAM 2011 New Construction Assessment of the development:

1. A travel plan has been developed as part of the feasibility and design stages which considers all types of travel relevant to the building type and users.
2. The travel plan is structured to meet the needs of the particular site and takes into consideration the findings of a site-specific transport survey and assessment that covers the following (as a minimum):
  - a. Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified
  - b. Travel patterns and transport impact of future building users
  - c. Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children)
  - d. Disabled access (accounting for varying levels of disability and visual impairment)
  - e. Public transport links serving the site
  - f. Current facilities for cyclists
3. The travel plan includes a package of measures that have been used to steer the design of the development in order to meet the travel plan objectives and minimise car-based travel patterns. This is demonstrated via specific examples such as:
  - a. Providing parking priority spaces for car sharers

- b. Providing dedicated and convenient cycle storage and changing facilities
  - c. Lighting, landscaping and shelter to make pedestrian and public transport waiting areas pleasant
  - d. Negotiating improved bus services, i.e. altering bus routes or offering discounts
  - e. Restricting and/or charging for car parking
  - f. Criteria for lobby areas where information about public transport or car sharing can be made available
  - g. Pedestrian and cycle friendly (for all types of user regardless of the level of mobility or visual impairment) via the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, well lit and signposted to other amenities, public transport nodes and adjoining offsite pedestrian and cycle routes.
  - h. Providing suitable taxi drop-off/waiting areas.
  - i. Ensuring that rural buildings are located with appropriate transport access to ensure that they adequately serve the local community (where procured to do so e.g. community centre)
4. Where appropriate to the building type, size and intended operation, the travel plan includes measures tailored to minimise the impacts of operational-related transport e.g. deliveries of supplies, equipment and support services to and from the site.
  5. Where the building's final occupier is known, they confirm that the travel plan will be implemented post construction and supported by the building's management during building operation.

### 3 Background

#### 3.1 Site Location

The site is located at the former Nelson Hospital on Kingston Road, within the Borough of Merton, a built area of south-west London. The site is shown within the redline boundary on the map below:

##### Site Location Plan



#### 3.2 Surrounding Area

The area surrounding the site is primarily residential in nature. Other land uses in close proximity of the site include Rutlish School and associated sports facilities located south of Watery Lane, John Innes Park also located south of Watery Lane and retail units situated at the northern end of Watery Lane, which include a convenience store, a bakers and a number of professional services such as hairdressers, dry cleaners and solicitors. Further west of the site along Kingston Road there is another parade of retail units and professional services adjacent to Wimbledon Chase station including a Co-operative Food store and a pharmacy .

### 3.3 Local Environment for Travelling to the Site

A site survey and desk top study was carried out to determine the availability of sustainable modes of travel to the site such as public transport, pedestrian and cycling facilities. The full results of the survey are contained in Appendix A and summarised below:

### 3.4 Walking

Footways are located on both sides of Kingston Road directly outside the site. There is a good frequency of street lighting, which creates a safer pedestrian environment.

3.5 The majority of the pedestrian environment surrounding the site is in a good condition with footways typically at least 2m in width, although there are pinch points such as along Watery Lane and the Kingston Road site frontage in the vicinity of the bus stop. The footways, in general, have even surfaces which do not have any cracked paving stones and have suitable levels of street lighting.

### 3.6 Cycling

There are no cycle routes adjacent to the site on Kingston Road, however, there are a number of other routes in close proximity of the site that provide access to the wider London Cycle Network (LCN), such as along Watery Lane, which is a route signed for use by cyclists.

### 3.7 Public Transport Links

There are excellent links to public transport services within the immediate vicinity of the development including buses, trains, underground and tramlink.

### 3.8 PTAL - Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a site to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. A grade between 1 and 6 is given, including subdivisions 1a, 1b and 6a and 6b, where 6a and b is excellent, 5 is very good, 4 is good, 3 is moderate, 2 is poor and 1a and b is very poor. The PTAL score for this site is level 6b which is classed as "excellent". See appendix for details of PTAL calculations.

### 3.9 Buses

The closest bus stops to the site are immediately adjacent on each side of Kingston Road which provide regular services to the wider region at a frequency of approximately 8-12 minutes.

### 3.10 Trains

The closest railway station within acceptable walking distance is Wimbledon Chase station which is approximately 300m to the west. Services operate to Sutton, St. Albans, London Victoria, London Bridge and Bedford.

3.11 There are three other stations slightly further from the site but accessible via other forms of public transport include Wimbledon, South Wimbledon and Raynes Park. From here, other accessible rail services include the Northern Line and District Line at South Wimbledon and Wimbledon respectively and National Rail services at Wimbledon and Raynes Park, offering connections to Guildford, Streatham and further afield.

### 3.12 Tramlink & London Underground

The closest Tramlink station to the site is Merton Park, located approximately 850m to the east, with Dundonald Road Tramlink approximately 940m from the site. Tramlink services at these stations operate from Elmers End to Wimbledon, connecting the site to further underground and National Rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Birbeck and Beckenham Junction.

3.13 Wimbledon tube station is on the District Line with connections Edgware Road and locations to north of the River. South Wimbledon tube station is on the Northern Line with connections to Morden in the south and the City of London to the north.

### 3.14 Highway Network

The A238 Kingston Road borders the northern edge of the site and connects to the A24 in the east and the A3 Kingston Bypass in the west. The A3 provides access to areas such as Wandsworth and Lambeth in the north, outer London and Surrey to the south and Kingston upon Thames in the west.

3.15 Kingston Road provides a single lane of traffic in each direction, with speed limits restricted to 30mph and parking restrictions.

3.16 A Parking Stress Survey was carried out as part of the Parking Management Strategy (see separate report by Encon Associates Limited, dated October 2015).



## 4 Development Proposals

The proposed redevelopment of the Nelson Hospital site includes the provision of a modern Local Care Centre and an Assisted Living Extra Care Facility.

### 4.1 Assisted Living Extra Care Facility

The area to the west of Blakesley Walk, (site 2) will consist of an Assisted Living Extra Care facility, developed by McCarthy and Stone and will be approximately 4,817m<sup>2</sup>. It is a form of accommodation designed to meet the needs of the frail elderly, who require an element of care and support to allow them to live a relatively independent life. It consists of 51 individual apartments for the residents with a number of communal facilities.

### 4.2 Pedestrian Facilities

The pedestrian facilities surrounding and within the site will be upgraded and the existing road layout will be amended to incorporate an enhanced pedestrian environment. The Rush will be closed to vehicles adjacent to the existing hospital boundary, the current egress onto Kingston Road and Watery Lane will be made two-way. The junction of Watery Lane with Kingston Road will be slightly to the west of the existing position, thus providing a straighter alignment as it continues south. New parking areas will be provided on both sides of Watery Lane with a raised surface between Kingston Road and the new service access to the site.

4.3 The site frontage along Kingston Road will also be improved substantially through the removal of the existing wall and the car parking in front of the building. As a result, there will be an enhanced pedestrian environment that will increase the space for pedestrians to walk by removing existing pinch points. This will result in an increased level of safety along Kingston Road and improved interaction between the public highway and the site.

4.4 In addition, Blakesley Walk will be widened and straightened to improve visibility and some of the surrounding vegetation and built form will be removed to increase the level of light and open space.

4.5 The internal pedestrian footway network will be provided to allow for improved linkages between the site and nearby residential areas and Kingston Road. This will also provide safe pedestrian access to and through the car park.

**4.6 Site Access**

A new vehicular access will be provided opposite Richmond Avenue in the approximate location of the existing car park egress to serve the proposed Extra Care Assisted Living facility.

4.7 There will be dropped kerbs and tactile paving to allow for pedestrian movement across the junction.

**4.8 Parking Provision**

There will be 21 parking spaces for the Assisted Living Extra Care Facility. 4 spaces will be allocated for members of staff.

4.9 It is proposed to have 4 secure covered Sheffield cycle stands to provide 8 bike parking spaces in accordance with the relevant standards.

## 5 Objectives & Targets of the Travel Plan

### 5.1 Introduction

This section sets out the objectives of the Travel Plan, as well as targets for the short and medium term. Further information on monitoring and reviewing the targets of the Travel Plan can be found later in Section 6

### 5.2 Objectives

5.3 The objectives set out the aims of the TP and help to give direction and a clear focus to achieve success.

5.4 The general objectives the Travel Plan are firstly to increase awareness of sustainable travel modes available to employees and secondly to reduce the dependence of employees on travel by car to and from the development. More specifically, the objectives of this Travel Plan are to:

- To limit unnecessary or unsustainable use of the car for the journey to and from the site
- Increase awareness of the advantages and availability of sustainable modes of transport over the car
- Introduce a package of physical and management measures that will facilitate travel by sustainable modes

### 5.5 Targets

Targets are the measurable goals by which progress of the Plan will be assessed. The TP sets out targets which the site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

5.6 Targets are essential for monitoring the progress and success of the travel plan. Targets should be 'SMART' - specific, measurable, achievable, realistic and time-related. The targets come in two forms - Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the Travel Plan is seeking to achieve.

### 5.7 Action Targets

The key action targets are set out below:

1. To ensure that on-site car parking does not exceed the agreed capacity

2. To appoint a Travel Plan Co-ordinator (TPC) as soon as the development becomes operational
3. To complete marketing material within three months of site occupation
4. To ensure that each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year i.e. Years 0, 3 and 5
5. To ensure there is minimal overspill parking and additional parking stress on uncontrolled roads around the site

## 5.8 Aim Targets

The aim targets for the staff at the Assisted Living Extra Care Facility are provided in the table below. In the absence of actual data for staff travelling to the site currently unavailable until the development is operational, the baseline figures are taken from the \*2011 Census: Method of travel to work provided by the Office for National Statistics. A survey of staff travel patterns will be carried out within first 3 months of operation and the table updated accordingly.

**Table 1: Travel Plan Percentage Aim Targets - Assisted Living Care Facility Employees**

Mode of Transport	Baseline * (Merton Census)	3 Years	5 Years
Car driver	18%	17%	10%
Car passenger	1.1%	8%	6%
Pedestrian	4.6%	20%	25%
Cyclist	2.3%	4%	5%
Underground	36.4%	51%	54%
Train			
Bus			
Motorcycle	0.9%	-	-
Taxi	0.2%	-	-
Work from home	6.3%	-	-
Unemployed	29.9%	-	-
Other	0.3%	-	-
TOTAL	100%	100%	100%

- 5.9 This development is expected to be operated by 2 full time members of staff and 10-15 part time staff. On average, it is expected that 15 members of staff will travel to the site on a daily basis to carry out their duties. The percentage Aim Targets given in the previous table equates to the following numbers based on the mode share:

**Table 2: Mode Share**

Mode of Transport	Baseline (Merton Census)	3 Years	5 Years
Car driver	4	3	2
Car passenger	<1	>1	>1
Pedestrian	1	4	5
Cyclist	<1	1	>1
Underground	7	10	12
Train			
Bus			

- 5.10 The targets are set to measure progress towards the main objectives over five years and are to be achieved within the same timescale, while the interim targets are to be reached within three years of the launch of the TP.
- 5.11 The aspiration is to change the modal share of the staff significantly away from car use towards more sustainable travel modes. Whilst patients and visitors do not have specific targets within this Travel Plan, marketing tools aimed at reducing their reliance on the motor vehicle will still be applied.
- 5.12 The primary purpose of the Travel Plan is to limit unnecessary or unsustainable car journeys, particularly those with single occupants, to and from the development. While increasing levels of sustainable modes including public transport are important, specific targets for these modes are not entirely necessary as car use reduction is the main objective.
- 5.13 If the subsequent baseline travel surveys show that the assumed modal split is not accurate, the targets should be amended to take into account the actual modal split.

## 6 Measures & Actions

The package of measures within this Travel Plan have been tailored to the needs of the site and occupier with the overriding aim to promote more environmentally friendly travel choices and reducing overall reliance on the private car, particularly single occupancy journeys.

6.1 The TP is a dynamic process that develops over a period of time in accordance with the operation of the site and the surrounding environment. Once the measures of the Plan are implemented, regular monitoring and updating will need to take place. The TP represents a commitment to implementing the measures which are designed to provide a balance between 'carrot and stick' approach and provide flexibility over time for changes in circumstances of the development.

### 6.2 Public Transport

The following measures will be provided:

a) Induction packs for new members of staff providing details of public transport including location of nearest bus stops etc, up to date timetables and route information.

### 6.3 Car Sharing

Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the number of vehicle trips by employees by implementing and publicising a formal car share scheme. Initiatives for encouraging car sharing include:

- a) It is the intention to encourage car sharing. This can be via an informal basis between people known to each other working at this site or by encouraging members of staff to register with a formal car sharing website such as [www.blablacar.co.uk](http://www.blablacar.co.uk) or [www.liftshare.com](http://www.liftshare.com). Should it prove necessary, dedicated spaces for those people who car share will be provided, however this decision will be taken after the launch of the Travel Plan and completion of the baseline travel pattern surveys
- b) Car share 'coffee clubs' are a good informal way of making matches if there is not enough demand to establish an automatic matching database. The Travel Plan Co-ordinator will investigate these options

#### 6.4 Cycling

Secure, covered cycle parking for 8 bikes will be provided and the following initiatives will also be encouraged:

- a) Promotion of cycle training for adults and families.
- b) Promotion of Learn to Ride in connection with the above initiative but for those adults that have never cycled or haven't cycled for some time, bikes are provided (more information is provided at [www.pedalready.co.uk](http://www.pedalready.co.uk))
- c) Encourage staff to join the 'Cycle to Work' scheme which offers savings for both employee and employer's to purchase new bikes or obtain an interest free loan.
- d) Provision of an on-site minor maintenance and repair kit
- e) Promotion of maintenance courses
- f) Provision of information on local cycling routes and organised rides
- g) Promotion of 'Bike Buddies'
- h) Provision of changing facilities/lockers for staff to use on site

#### 6.5 Walking

The Travel Plan Co-ordinator will monitor and encourage maintenance of all pedestrian routes and will seek to identify any particular safety hazards' which require attention. Members of staff will be actively encouraged to walk to work with the following initiatives:

- a) Provision of umbrellas at lunch times if necessary
- b) Promotion of walking schemes such as '10,000 steps a day campaign'

## 7 Management and Promotion of the Travel Plan

This section provides details of how the TP will be managed and promoted to ensure maximum exposure of the Plan in order to achieve its aims and objectives.

### 7.1 Travel Plan Co-ordinator

7.2 This section provides details of the Travel Plan Coordinator (TPC), who will be appointed before the development is first occupied.

7.3 The TPC will be responsible for implementing, progressing, promoting and monitoring the Travel Plan and their appointment is critical to the success of the Travel Plan. They will be the main contact for site users.

7.4 The House Manager will act as the TPC. A person has yet to be appointed for this development. As soon as the position is filled, the contact details will be included in this section of the Travel Plan and the information passed on to the local authority.

7.5 The TPC will keep staff informed of all of the changes to services available. The data on the notice board will be changed as appropriate. They will be prepared to give specific advice to staff on their best means of travel to and from their work and will be responsible for keeping the Travel Plan under review and when any modification is necessary, will notify members of staff of changes to the plan as appropriate and make any amendments required to keep the Plan up to date.

7.6 The TPC will monitor the travel modes used by staff by the use of Travel Pattern Surveys. The monitoring will commence as soon as all of the staff have been appointed, within first 3 months of occupation of the site.

7.7 The TPC's role will be:

1. To oversee the development and implementation of the Travel Plan
2. To obtain and maintain commitment and support from senior managers, staff, union representatives and residents
3. To design and implement effective marketing and awareness raising campaigns to promote the Travel Plan
4. To set up and co-ordinate steering groups, working groups, etc amongst interested parties



5. To co-ordinate the necessary data collection exercise required to develop the Travel Plan
6. To act as a point of contact for all staff requiring information
7. To liaise with different departments, e.g. personnel, estates, facilities, etc. and external organisations, e.g. local authorities, transport operators, etc
8. To co-ordinate the monitoring programme for the Travel Plan

7.8 On average, the TPC will be allocated 2-3 hours per week dedicated to the role. This will increase at time prior/during survey periods or when new members of staff join the company when inductions will be carried out.

#### 7.9 Notice Boards

Public transport times and directions to bus stops will be posted on notice boards both in the reception and staff rest areas. Information regarding the promotion of car sharing and any national/local walking/cycling events or incentives will also be promoted on the notice boards, including the contact details for the Travel Plan Co-ordinator.

#### 7.10 Website

Information for staff and visitors will be posted on McCarthy & Stone's website to promote usage of sustainable modes of travel with links to the attached maps for ease of use.

## 8 Monitoring and Review

The TP will be monitored and reviewed as follows:

### 8.1 Annual Surveys

8.2 The Travel Plan will be monitored in accordance with the BREEAM requirements and a detailed action plan will be implemented by the Travel Plan Co-ordinator who will undertake a minimum of annual surveys of staff and visitors to ensure the measures taken are effective and targets are being met.

8.3 The baseline surveys will be used to tailor the measures and targets to ensure the objectives of the TP are being met.

8.4 The Survey should seek to find out the following information from staff members:

1. Normal time in and out of the building/site
2. Origin and destination postcodes
3. Main mode to work - form of travel used for the greatest amount of time
4. Final mode into work - the last form of travel used before arriving at the site
5. Time to walk to the building (if applicable)
6. First mode out - the first form of travel used when leaving work
7. Main mode out - form of travel used for the greatest amount of time
8. If the employee has a disability affecting their travel to work
9. Car parking location (if applicable)

8.5 Information gathered from the monitoring process will be recorded for input to the annual review, as detailed below.

### 8.6 Review

8.7 A Review Report will be compiled at the end of years 1, 3 and 5 outlining the results of the surveys and annual review of the Travel Plan.

8.8 The Action Plan will be updated annually as part of the review process.

**This Travel Plan has been prepared by:**

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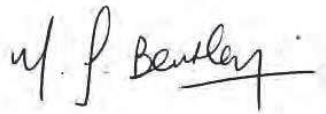
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Signed for and on behalf of Encon Associates Limited

A handwritten signature in black ink, appearing to read 'M. J. Bentley', with a horizontal line underneath the name.

**Mark Bentley MCIHT**

**Date:** 16 October 2014

**Revision C:** 2 December 2015

## APPENDIX A - Site Specific Survey for Walking, Cycling & Public Transport

## Existing Transport Data & Opportunities for Sustainable Travel

This section of the Travel Plan assesses the site in terms of transport choice for staff and visitors. It details the existing opportunities for travel to and from the site by walking, cycling, bus and rail.

### 1 Walking

- 1.1 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 1.2 PPG13: Transport states that "walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2.0 km. Walking also forms an often forgotten part of all longer journeys by public transport".
- 1.3 The Institution of Highways and Transportation (IHT) publication "Guidelines for Providing for Journeys on Foot" note that walking accounts for over a quarter of all journeys and four-fifths of journeys up to 2km
- 1.4 The "Walking Isochrones Map" overleaf shows that residential areas and the employment, leisure and retail facilities within and around the local area are within walking distance of the site ie within 2km.
- 1.5 Areas within walking distance of the site include: Merton, Wimbledon and Raynes Park. There are also substantial residential areas within 2km, meaning that there is a realistic potential for those who live in these areas to make trips by foot to the site. Footways are located on both sides of Kingston Road directly outside the site. There is a good frequency of street lighting, which creates a safer pedestrian environment. On Watery Lane, there is a footway along the eastern side of the road as far as Manor Gardens.
- 1.6 In addition, there is a pedestrian footpath east of the existing main car park called Blakesley Walk, which provides a pedestrian only route through the site to the residential properties on Manor Gardens and Manor Road and to the school and residential properties at the southern end of Watery Lane. In addition, there are a number of further linkages that provide access to the surrounding area, such as the footpath link known as Church Path between Watery Lane (adjacent to the eastern end of Manor Gardens) and Mostyn Road.

Walking Isochrones - 2km Radius



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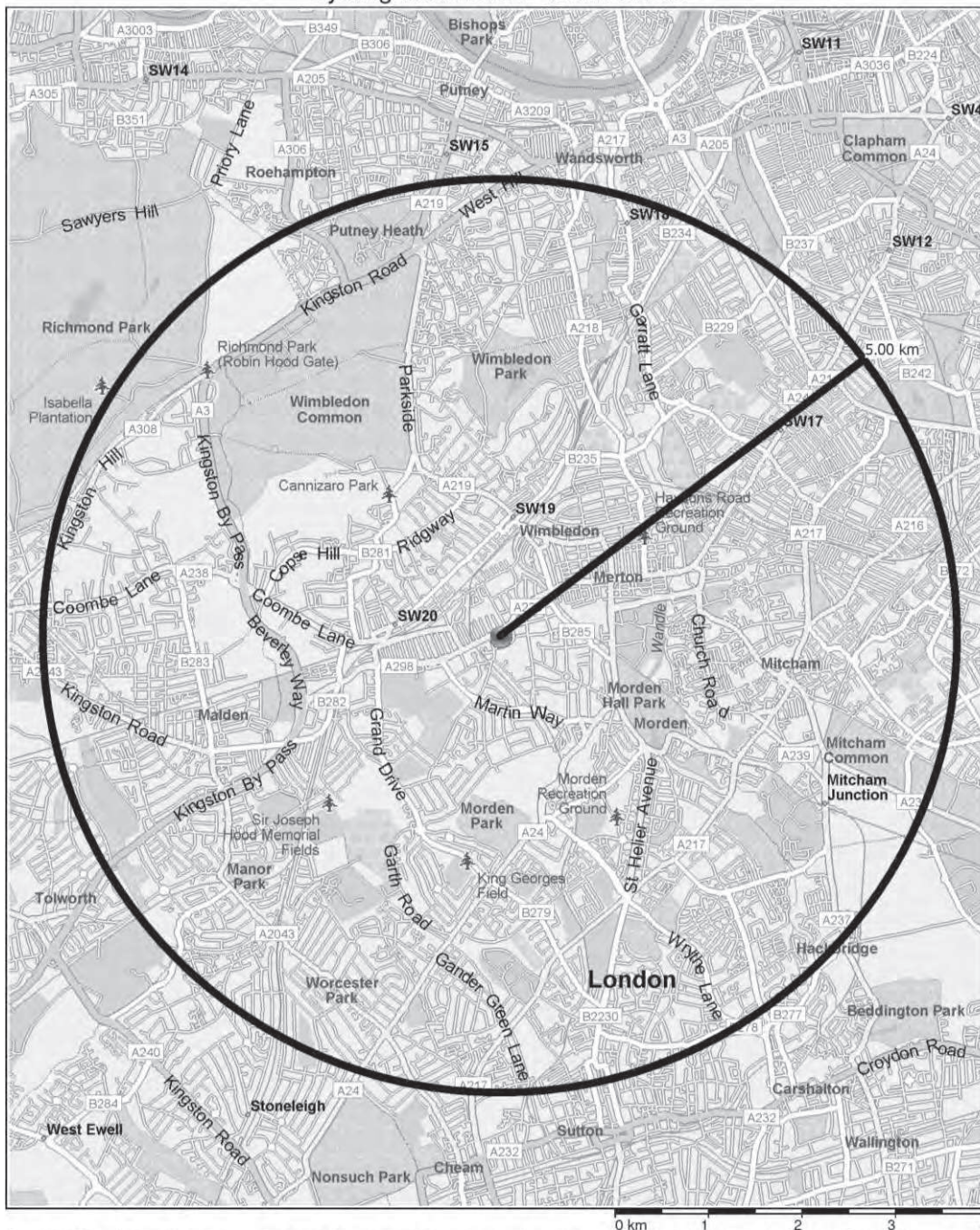
1.7 The majority of the pedestrian environment surrounding the site is in a good condition with footways typically at least 2m in width, although there are pinch points such as along Watery Lane and the Kingston Road site frontage in the vicinity of the bus stop. The footways, in general, have even surfaces which do not have any cracked paving stones and have suitable levels of street lighting.

- 1.8 There is a pelican crossing directly adjacent to the site on Kingston Road and immediately to the west of the junction with Merton Hall Road. This facility has dropped kerbs that are flush with the road surface, and tactile paving to aid the mobility impaired.
- 1.9 In addition to pedestrian journeys associated with staff walking to work from the nearby residential areas, the site is located to enable pedestrian journeys to and from the local shops, for example in lunch breaks.
- 1.10 The site is well located to potentially employ a proportion of the workforce from within the local area, allowing the potential for the workforce to walk to work from home. 3 months after occupation of the development, full travel surveys will be undertaken to determine the actual number of employees who live within the pedestrian catchment area and could therefore walk to and from work.
- 1.11 Given the existing pedestrian infrastructure and the areas contained within the pedestrian catchment area, there are excellent opportunities with no real barriers for pedestrian travel to and from the site.

## 2 Cycling

- 2.1 PPG13: Transport states within paragraph 78 that “cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport”
- 2.2 The location of the site provides a wide catchment area, including residential, retail and leisure facilities in the local area and offers an opportunity for areas within an acceptable cycling distance from the site, including Wimbeldon, Merton, Raynes Park, Tooting, Colliers Wood and Morden.
- 2.3 The "Cycling Isochrones Map" overleaf shows that a 5 km cycle catchment area, centred on the site, includes the residential, retail and leisure facilities in the local area and demonstrates that a large area is within an acceptable cycle distance from the site.

Cycling Isochrones - 5km Radius



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2.4 On Kingston Road there are no cycle routes adjacent to the site. However, there are a number of other routes in close proximity of the site that provide access to the wider London Cycle Network (LCN), which can be seen on the map overleaf, such as along Watery Lane, which is a route signed for use by cyclists.



Cycle Network



- Routes signed for use by cyclists on a mixture of quieter and busier roads; some have cycle lanes marked on the road surface
- Quieter roads that have been recommended by other cyclists, may connect blue route sections
- Greenways: Shared use through parks
- Pedestrian only route which connects cycling sections – you must not dismount as cycling is not permitted at any time

- 2.5 Designated cycle lanes coupled with the existing road network which is of sufficient width to encourage cyclist offers links to areas that are within an acceptable cycling distance. Consequently, there are excellent opportunities with no real barriers, for cycle travel to and from the development.

### **3 Public Transport Links**

- 3.1 There are excellent links to public transport services within the immediate vicinity of the development including buses, trains, underground and tramlink.

#### **3.2 PTAL - Public Transport Accessibility Level**

The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a site to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. A grade between 1 and 6 is given, including subdivisions 1a, 1b and 6a and 6b, where 6a and b is excellent, 5 is very good, 4 is good, 3 is moderate, 2 is poor and 1a and b is very poor. The PTAL score for this site is level 6b which is classed as "excellent". See Appendix B for details of PTAL calculations.

### **4 Bus**

- 4.1 The IHT Guidelines for "Planning for Public Transport in New Developments" state that the maximum walking distance to a bus stop should not exceed 400m whilst PTAL calculations state the maximum walking time is 8 minutes or a distance of 640m.
- 4.2 The closest bus stops to the site are immediately adjacent on each side of Kingston Road which provide regular services to the wider region at a frequency of approximately 8-12 minutes.
- 4.3 The following table summarises the bus service from the closest bus stops to the site:

**Table 3: Bus Services**

Service	Route	Mon-Fri	Saturday	Sunday
152	South Lodge Avenue - Walton Avenue	12 mins	12 mins	19 mins
163	Morden Station - Francis Grove	8-12 mins	8-12 mins	12 mins
164	Sutton Station - Francis Grove	9-11 mins	8-10 mins	19 mins
655	Raleigh Gardens - Raynes Park High School	1 service	1 service	1 service
K5	Dysart Avenue - Morden Station	60 mins	60 mins	No service

4.4 The site is well located to encourage bus-based travel given there is a bus stop immediately outside the site entrance which provide a service connecting the site with surrounding residential areas at a frequency which would enable staff to travel to work in the morning and get home again in the evenings. There are then services which could potentially enable those members of staff who live further afield from the site in other areas of London.

## 5 Trains

Transport for London states that for the purpose of the PTAL assessment for “underground and light rail services the maximum walking time is defined as being 12 minutes”. This is a guide for the distance a person is prepared to walk to access a train/light rail station and is used for calculating the PTAL.

5.1 The closest railway station within acceptable walking distance is Wimbledon Chase station which is approximately 300m to the west. Services operate to Sutton, St. Albans, London Victoria, London Bridge and Bedford.

5.2 There are three other stations slightly further from the site but accessible via other forms of public transport include Wimbledon, South Wimbledon and Raynes Park. From here, other accessible rail services include the Northern Line and District Line at South Wimbledon and Wimbledon respectively and National Rail services at Wimbledon and

Raynes Park, offering connections to Guildford, Streatham and further afield.

## **6 Tramlink & London Underground**

The closest Tramlink station to the site is Merton Park, located approximately 850m to the east, with Dundonald Road Tramlink approximately 940m from the site. Tramlink services at these stations operate from Elmers End to Wimbledon, connecting the site to further underground and National Rail services at Wimbledon, Mitcham Junction, West Croydon, East Croydon, Birbeck and Beckenham Junction.

- 6.1 Wimbledon tube station is on the District Line with connections Edgware Road and locations to north of the River. South Wimbledon tube station is on the Northern Line with connections to Morden in the south and the City of London to the north.

## **7 Summary of Existing Transport Data & Opportunities for Sustainable Travel**

- 7.1 The site is well located to encourage walking, cycling, and bus and rail travel. The largest barrier to travel by sustainable modes is a lack of knowledge of routes, distances, and public transport services and times etc. Therefore, travel by these modes will be continuously promoted to staff members and visitors, within promotional information on the company website and on display boards, including the provision of recommended pedestrian and cycle route maps, local public transport information, such as service route maps, bus stops and timetable information and also details for local taxi firms.