

Client:

**NW1 IOS 1 Unit Trust
c/o Marchmont Investment
Management**

Project:

6 Streatham Common South

Travel Plan Statement

December 2023

REPORT CONTROL

Document: Travel Plan Statement

Project: 6 Streatham Common South

Client: NW1 IOS 1 Unit Trust c/o Marchmont Investment Management

Job Number: 22102B

File Reference: R01-KH-6 Streatham Common South TPS 231206

Document Checking:

| | | | |
|-----------------------|---------------|-------------------|----|
| Primary Author | Kamran Haider | Initialed: | KH |
|-----------------------|---------------|-------------------|----|

| Issue | Date | Status | Checked for Issue |
|----------|----------|-----------------------------------|-------------------|
| 1 | 01/12/23 | Draft for Commnet | AEG |
| 2 | 06/12/23 | Updated following client comments | AEG |

Issued by
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Manchester

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1 INTRODUCTION

- 1.1 NW1 IOS 1 Unit Trust c/o Marchmont Investment Management has commissioned Pulsar to prepare a Transport Statement in support of a planning application for development at 6 Streatham Common South, London, SW16 3BT.

Background

- 1.2 The site is located in the London Borough of Lambeth (LBL), which acts as the local planning and highway authority.

Proposed Development

- 1.3 The Applicant seeks to submit a planning application for:

'Change of Use from Existing Builder's Yard to B8 Use (Open Storage)'

- 1.4 The proposed development will retain vehicle and pedestrian access from Streatham Common South and will incorporate six car parking spaces and 8 cycle parking spaces. The proposed layout is shown on the architect's plans in **Appendix A**.

- 1.5 A previous planning application sought to retain the existing lawful use of a Builders Yard and extend the range of uses to include B8 open storage. A Transport Note was prepared to support that application. Whilst a number of elements contained in the Transport Note were accepted by highways officers, the scheme was refused for a number of reasons.

Scope

- 1.6 A Travel Plan is defined in the recently revised NPPF as:

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

- 1.7 Given the scale of development proposed, a full Travel Plan is not necessary for the scheme. TfL Travel Planning Guidance's thresholds state that a Travel Plan is generally appropriate for developments above 80 residential units and Travel Plan Statement for developments between 50 and 80 residential units. It also states that for commercial developments below 2,500sqm a Travel Plan is not required but a Travel Plan Statement should be provided for commercial developments with over 20 staff. Given the above, a Travel Plan Statement is considered appropriate.

- 1.8 This Travel Plan Statement is primarily directed at ensuring that residents at the site are aware of the travel choices available to them. Given the development is car free

it also seeks to give encouragement to use active modes of transport by providing information on travel choices.

Policy Context

- 1.9 The revised NPPF was updated in September 2023 and sets out the Government's planning policies for England and how these are expected to be applied.
- 1.10 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 1.11 Section 9 of the NPPF deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 1.12 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 1.13 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:
- "appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;*
 - Safe and suitable access to the site can be achieved for all users;*
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and*

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 1.14 Paragraph 113 goes on to state:

All developments that will generate significant amounts of movement should be required to provide a travel plan.

National Planning Practice Guidance (NPPG), 2014

- 1.15 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

- 1.16 The guidance explains the role of Travel Plans, Transport Assessments and Statements as:

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Regional Policy

London Plan (2021)

- 1.17 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years.

- 1.18 Following an extensive consultation process, an Examination in Public (EIP), and comments from the Secretary of State, the new London Plan was published and adopted in March 2021

- 1.19 A key objective of the new London Plan is to enable "Good Growth", i.e. delivering a more socially integrated and sustainable city. Policy GG2 "Making the Best Use of Land" supports use of brownfield land and sites that are well connected by public transport and promotes the utilisation of small sites.

where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.

- 1.20 Travel Plans are mentioned in Policy T4 “Assessing and mitigating transport impacts”. The policy notes that Travel Plans will be required having regard to TfL guidance.

TfL Guidance

- 1.21 The 2011 TfL document “Travel planning for new development in London” sets out comprehensive advice in preparing and implementing development related travel plans across London. This guidance has been adhered to in the preparation of this Travel Plan Statement.

Benefits

- 1.22 The Travel Plan Statement will bring about benefits at the following levels:
- Residents – through improved health, potential cost savings and reduced congestion; and
 - The environment – through improved local air quality with less noise, dirt and fumes, as well as reducing the impact of other national and global environmental problems.
- 1.23 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
 - **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
 - **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

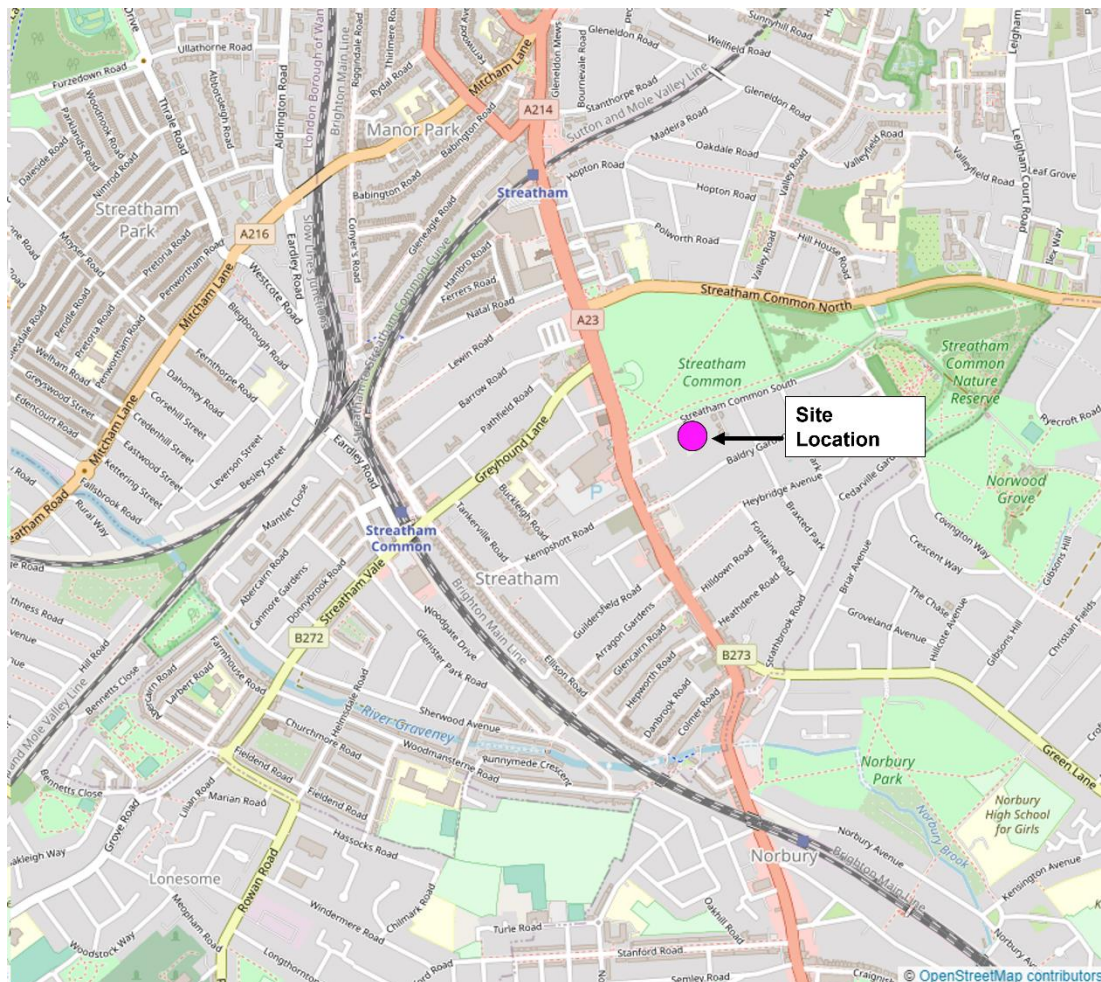
2.1 This section describes existing conditions at the site in relation to transport.

Site Location and Previous Use

2.2 The site is located at 6 Streatham Common South, London, SW16 3BT (on the southern side of Streatham Common South). The site is bound by residential properties to the east and south, and by a nursing home (Greenvale Specialist Care Unit) to the west. Streatham Common is located immediately north of the site.

2.3 The current lawful use of the site is for a builder's yard, although the site is currently vacant. The site has an overall area of 2,920sqm.

2.4 **Figure 1** shows the site location plan.



Accessibility

2.5 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

- 2.6 It is acknowledged that the proposed use as an open storage area is unlikely to result in a significant number of walk/cycle trips. The vast majority of operational trips are likely to be motorised vehicle trips. The exact occupier is unknown, however, open storage uses tend to have a relatively low number of employees. However, these employees will be encouraged to use active travel modes to commute to the site.
- 2.7 Government research previously included within Planning Policy Guidance 13: 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 two kilometres.*
- 2.8 Whilst PPG13 has now been superseded, the research underpinning the above is still considered relevant. A 2km walk would be expected to take 25 minutes on average.
- 2.9 Similarly, the Chartered Institution of Highways and Transportation (CIHT) published 'Planning for Walking' in 2015. This states that across Britain, 80% of journeys shorter than 1 miles are made wholly on foot and for journeys between 1 and 2 miles, 26% are made on foot.
- 2.10 The topography in the area is generally flat which is good for walking and cycling activity.
- 2.11 Streatham Common South incorporates a footway on the southern side of the carriageway. Raised tables with block paving are also provided at junctions with side road allowing a level/flush crossing for pedestrians, whilst encouraging lower vehicle speeds and a sense of priority for pedestrians.
- 2.12 Various walk and cycle routes (including the Capital Ring) are also present through Streatham Common and the Streatham Common Nature Reserve. The Capital Ring is an urban walk in a central loop around London.
- 2.13 Pedestrian crossing facilities including tactile paving, dropped kerbs and green man signals are present at the junction of Streatham Common South and Streatham High Road. Advanced cycle stop lines are also present at the main approaches to the junction, and on-carriageway cycle lanes are incorporated on various sections of the A23.

Public Transport

- 2.14 The nearest bus stops (Streatham Common Road/Greyhound Lane) are located approximately 250m northwest of the site. Both the southbound and northbound stops include bus shelters and seating, whilst the southbound bus stop also includes a real time information display.

2.15 The bus stops serve the following daytime routes set out in **Table 2.1**. A further bus service (route 249) is also available from bus stops on Streatham Common North (approximately 450m walk from the site).

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

| No. | Route | Week | Sat | Sun |
|------------|--|---------|---------|-------|
| 50 | Stockwell Station – Clapham North – Clapham Common Station – Streatham Hill – Streatham Station – Norbury – Thornton Heath – Fairfield Halls | 11 – 13 | 11 – 13 | 20 |
| 109 | West Croydon – Norbury – Streatham Station – Streatham Hill - Brixton | 5-9 | 10-13 | 9-11 |
| 249 | Clapham Common – Balham – Tooting Bec Station – Streatham Station – Biggin Hill – Crystal Palace Station – Anerley Station | 8-12 | 9-13 | 11-14 |
| 250 | West Croydon – Thornton Heath – Norbury hill - Streatham Station - Brixton | 5-9 | 7–10 | 10-13 |
| 255 | Pollards Hill – Norbury – Streatham Station – Streatham Hill – Balham Station | 11-12 | 10-13 | 20 |
| G1 | Hermitage Lane – Streatham Station – Tooting Broadway – St George’s Hospital – Wandsworth Common – Clapham Junction | 15 | 14 | 20 |

2.16 The site is within walking distance of two stations (Streatham Station and Streatham Common Station). Streatham Station is approximately 750 metres (walk distance) to the north of the site and serves Southern Rail and Thameslink National Rail services, providing access to destinations including London Bridge, Caterham, Sutton and St Albans City.

2.17 Streatham Common station is approximately 900 metres (walk distance) west of the site and also provides access to Southern Rail services.

PTAL

2.18 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.19 The PTAL measure, reflects:

- The walking distance from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

2.20 According to TfL, the site has a public transport accessibility level (PTAL) rating of 4 (good) on a scale of 1a (very poor) to 6b (excellent).

Local Highway Network

- 2.21 Access to the site is from an existing crossover on to Streatham Common South.
- 2.22 Streatham Common South is a single carriageway road that runs in an (approximate) east-west alignment in the vicinity of the site. Vehicular movement is allowed in both directions and is subject to a 20mph speed limit. Speed reduction features include road humps, speed tables and a pinch point. At the western end, Streatham Common South joins Streatham High Road (A23) at a traffic signal junction.
- 2.23 Streatham High Road is a TfL Red Route, accommodating high volumes of traffic and several bus routes. The A23 varies in width and speed limit along its route, however, in the vicinity of the site, it is generally two lanes in each direction with a speed limit of 30mph.

Baseline Travel Patterns

- 2.24 Given this is a Travel Plan Statement, no monitoring is proposed at the site. However, for completeness, an initial estimate of the mode share of employees at the site has been undertaken based on the Census Journey to Work mode split for the Lambeth 034 Middle Super Output Area. The census data is included in **Appendix B**.
- 2.25 The estimated modal split for the development is set out in **Table 2.2** below.

Table 2.2 Estimated Modal Split

| Mode | Census Mode Split (%) |
|---|-----------------------|
| Underground, metro, light rail, tram | 4.7% |
| Train | 9.8% |
| Bus, minibus or coach | 23.6% |
| Taxi | 0.0% |
| Motorcycle, scooter or moped | 0.1% |
| Driving a car or van | 42.9% |
| Passenger in a car or van | 2.2% |
| Bicycle | 3.0% |
| On foot | 13.1% |
| Other method of travel to work | 0.5% |
| Total | 100% |

3 OBJECTIVES

Introduction

- 3.1 This chapter sets out the overarching objectives for the Travel Plan Statement.
- 3.2 **Objectives** are the high level aims of the Travel Plan Statement. They seek to give the document direction and provide a clear focus.

Objectives

- 3.3 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all staff and visitors regardless of whether or not they own a car. Given the good accessibility of the site and its proximity to Streatham/Streatham Common rail stations and multiple bus routes, it is anticipated that staff will have several sustainable modes of transport available to them for their commute.
- 3.4 This Travel Plan Statement is primarily aimed at reducing the dependence of employees travelling by car by increasing awareness of sustainable modes of travel. Therefore, the main objectives of this TPS are to:
- increase awareness of the advantages and availability of sustainable modes;
 - introduce a package of physical and management measures that will facilitate travel by sustainable modes; and
 - reduce unnecessary or unsustainable use of the car for the journey to/from the site.

4 MEASURES AND INITIATIVES

4.1 This section of the Travel Plan Statement outlines the specific physical and management measures to be undertaken as part of the implementation of the document. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan Statement. The occupier will be responsible for the implementation of the measures and initiatives outlined below.

Travel Plan Management and Promotion

4.2 A Travel Plan Coordinator (TPC) will be appointed for the site. The TPC will be responsible for overseeing the implementation of the Travel Plan Statement and will likely be a member of the site management team.

4.3 Information including walking and cycling routes, journey planner tools, car membership opportunities and contact details for the TPC will be made available to staff via a "Welcome Pack". The same information will also be provided on prominent locations at the site (where possible) such as any staff areas. The TPC will be responsible for ensuring this information remains up-to-date and will replace information which is no longer accurate.

4.4 The TPC will continuously promote the Travel Plan Statement's initiatives and will be responsible for investigating new ways for residents to become involved.

Walking and Cycling

4.5 The TPC will be responsible for promoting the benefits of walking and cycling to employees. As well as providing information regarding local walking and cycling routes, the TPC will promote public health campaigns such as Change for Life, which highlight the health benefits associated with active travel. Walking and cycling events such as National Bike Week will also be promoted.

4.6 The TPC will investigate cycle training for employees, including local training schemes. Details of these will be included within the Welcome Pack. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to/ from the site on a regular basis.

4.7 The occupier will be encouraged to participate in the cycle to work (salary sacrifice) scheme. A total of 8 cycle parking spaces will be provided at the site.

4.8 The design of the cycle parking will conform to the London Cycle Design Standards.

4.9 The TPC will also liaise with local bicycle retailers regarding the potential for providing employees with discounts for cycle equipment.

Public Transport

- 4.10 Up-to-date details of bus, train and taxi services, including route information and service frequencies, will be included in the Welcome Pack. Details of National Rail and TfL Journey Planner websites and enquiry phone numbers will also be displayed.
- 4.11 All employees will be provided with information on travel options. This will include the following information:
- Name and contact details of the TPC;
 - The Welcome Pack;
 - Bus and other public transport information;
 - Cycling and walking maps for the local area;
 - Details of car clubs; and
 - Local taxi company details.

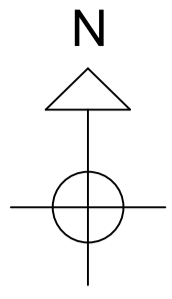
5 ACTION PLAN

5.1 The Action Plan outlined below in **Table 5.1** sets out the measures included within the TPS that are directed at influencing travel.

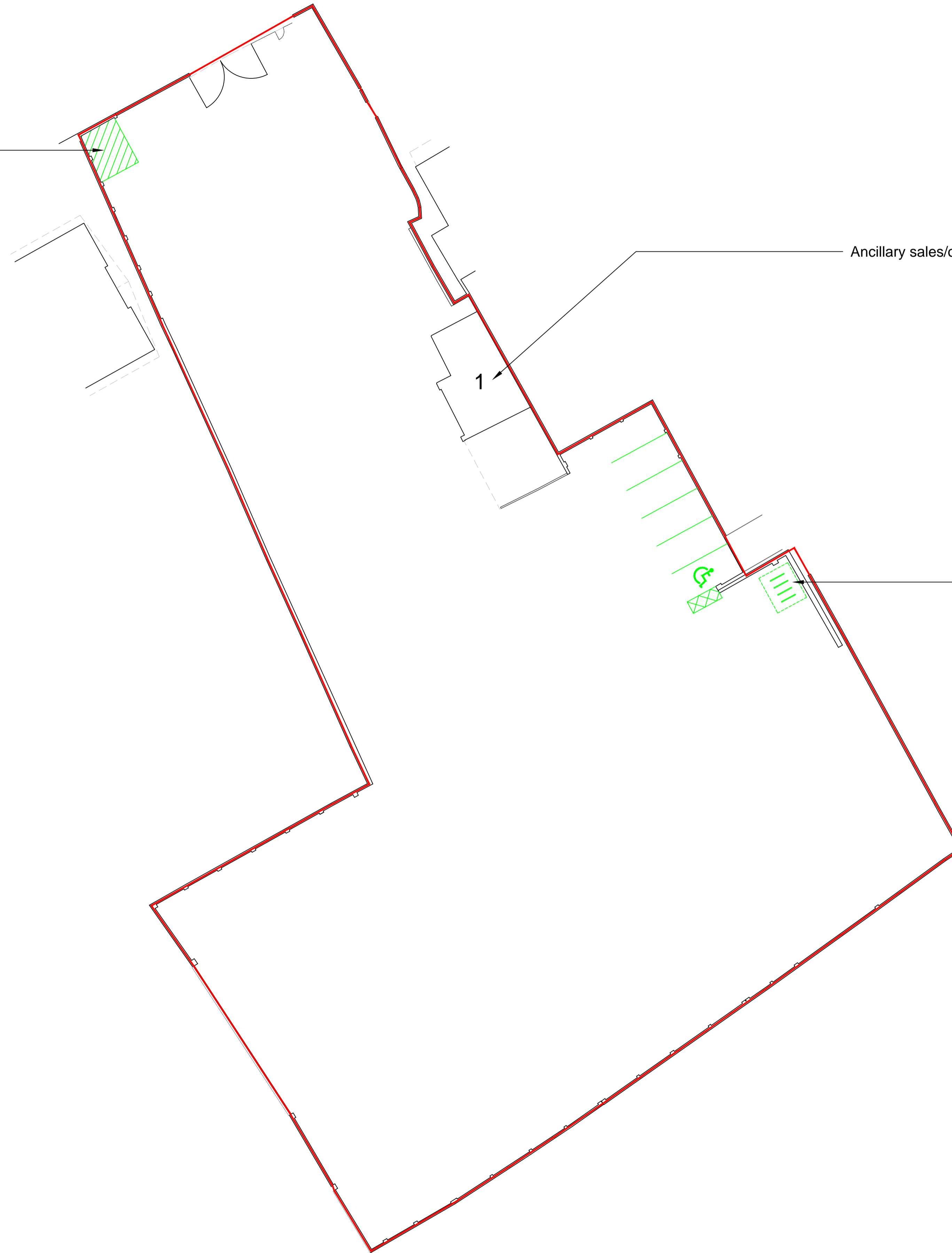
Table 5.1 Travel Plan Statement Action Plan

| Measures | Notes | Status/Target Date | Responsibility |
|---|---|-----------------------------------|----------------|
| Identify Travel Plan Coordinator | TPC will be a part-time role and will undertake duties in addition to normal duties | Within three months of occupation | Developer |
| Welcome Packs | Provided on occupation to staff | Upon occupation of site | TPC |
| Provision of cycle racks / stands | 8 secure cycle parking spaces to be provided | Completed as part of construction | Developer |
| Explore potential for cycle equipment discounts at local cycle store | TPC to make contact with local cycle stores and assist with raising awareness | Upon occupation and on-going | TPC |
| Provide cycle route maps and other information relating to cycle facilities | To be included in Welcome Pack and on noticeboards | Upon occupation | TPC |
| Promote cycling awareness | Information included on noticeboards | Upon occupation and on-going | TPC |
| Promote walking awareness, schemes | TPC to promote national walk to work events | Ongoing | TPC |
| Promote car clubs | Information included in Welcome Packs and on noticeboards | Upon occupation and on-going | TPC |

APPENDIX A – ARCHITECT’S LAYOUT



Bin store location. Exact size TBC.



Ancillary sales/office and welfare space.

Bike shelter with 4No. hoops.

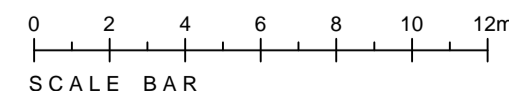
- A - Parking bays added - 18/11/22 - RS
- B - Site layout reviewed - 23/11/22 - RS
- C - Building 1 to remain - 16/03/23 - RS
- D - Building reference added - 28/04/23 - RS
- E - Building 1 & lean-to to remain - 20/11/23 - RS



Proposed Site Plan

No. 6
Streatham Common South
London
SW16 3BT

Proposed Site Plan
Scale 1:200



| | | |
|------------|-----------------|----------|
| Drawing No | JHP RS286 - 004 | |
| Scale | A1@1:200 | Revision |
| Date | July 2022 | E |

APPENDIX B – CENSUS DATA

| Method of travel to work | usual residence | | | Wales |
|----------------------------------|-------------------|---------|-------|-------|
| | England and Wales | England | | |
| All categories: Method of travel | 763 | 763 | | 0 |
| Work mainly at or from home | 0 | 0 | | 0 |
| Underground, metro, light rail o | 36 | 36 | 4.7% | 0 |
| Train | 75 | 75 | 9.8% | 0 |
| Bus, minibus or coach | 180 | 180 | 23.6% | 0 |
| Taxi | 0 | 0 | 0.0% | 0 |
| Motorcycle, scooter or moped | 1 | 1 | 0.1% | 0 |
| Driving a car or van | 327 | 327 | 42.9% | 0 |
| Passenger in a car or van | 17 | 17 | 2.2% | 0 |
| Bicycle | 23 | 23 | 3.0% | 0 |
| On foot | 100 | 100 | 13.1% | 0 |
| Other method of travel to work | 4 | 4 | 0.5% | 0 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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