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PROPOSED RESIDENTIAL DEVELOPMENT  
65 & 67 MAYGROVE ROAD, LONDON, NW6 2EH

DRAFT LOCAL LEVEL TRAVEL PLAN

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## **I.0 INTRODUCTION**

- I.1 The developer of the proposed residential development at 65 and 67 Maygrove Road, London, NW6 2EH is committed to implementing a Local Level Travel Plan to reduce the use of private cars, and promote the use of sustainable forms of transport for trips to and from the site.
- I.2 This document, the Draft Local Level Travel Plan, presents details of the travel plan that will be implemented upon the scheme being brought into use. As the proposed development is a 'new build' project, measures put forward in this Draft Local Level Travel Plan would be implemented from the time the development is brought into use. This document sets out how the final Local Level Travel Plan will be formulated, the range of sustainable transport options available to the site, how it will be monitored and reported.
- I.3 Travel Plans are most commonly used to reduce car-based journeys to and from the workplace, as there is an ongoing relationship between employers and employees to develop successful schemes. In this case; the development's residents will be encouraged to use more sustainable forms of transport as much as possible.
- I.4 The purpose of the travel plan is to influence behaviour change towards sustainable modes of travel, deliveries and servicing. This is critical for new developments in order to facilitate the use of sustainable modes among site users from the outset.
- I.5 In this case, the type of occupier (residential) is known at the pre-application stage, and as such this travel plan includes specific objectives, targets and measures as well as information about current local travel behavior and modal split. This Travel Plan contains the following essential elements:
- Objectives – the key goals that the travel plan seeks to achieve
  - Targets – a means of measuring the achievement of objectives
  - Measures – the initiatives that will be introduced to achieve the targets set. This includes possible remedial measures and actions that will be taken if the travel plan targets are not met
  - Management – details of an individual identified to oversee implementation, monitoring and review of the travel plan. Adequate resourcing will be made with an appropriate amount of the individual's time allocated
  - Action plan – a programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee delivery of the travel plan
  - Securing – confirmation that the travel plan is effectively secured through legal mechanisms
  - Monitoring and review – details of how the plan will be assessed and amended as necessary.

## 2.0 POLICY ASSESSMENT

- 2.1 A travel plan is a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. A travel plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. It can also assist in meeting a range of other objectives, as discussed elsewhere in this document.
- 2.2 Travel plans can assist in increasing accessibility whilst reducing congestion, local air pollution, greenhouse gases and noise. Importantly, a travel plan can increase business efficiency and equality, which is why an increasing number of organisations are deciding to produce voluntary travel plans. Indeed, Transport 2025 (the long term transport vision for London adopted by Transport for London) highlights the importance of transport in supporting the economic vitality of the capital, both through transport improvements, better use of existing capacity, behavioural change and enabling continued benefits of agglomeration.
- 2.3 The requirement for travel plans to be prepared and implemented is set out in a range of local, regional and national policy.
- 2.4 On a local level, The London Borough of Camden's LDF Development Policy DPI6 states that "*wherever a Transport Assessment is needed, submission of a travel plan is also expected as one way of mitigating the transport impact of the development*". Further details of London Borough of Camden's Travel Plan requirements are set out in Camden Planning Guidance 7 (Transport).
- 2.5 On a regional level, as mentioned, the authority responsible for assessing and developing travel plan policy is Transport for London. The TfL documents referred to in the Boroughs' policy have been superseded by a new document 'Travel Planning for New Development in London' (Transport for London February 2011). In line with guidance set out in 'Travel Planning for New Development in London', residential developments of between 50 and 80 units are required to submit a Local Level Travel Plan as part of any planning submission. Transport for London defines a Travel Plan as "*a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action, and is articulated in a document that is regularly reviewed. It involves the development of agreed and explicit outcomes, linked to an appropriate package of measures, aimed at encouraging more sustainable travel for both people and goods*".
- 2.6 The London Plan, Spatial Development Strategy for Greater London (July 2011) sets the strategic framework for spatial planning in London. Policy 6.3 'Assessing Effects of Development on Transport Capacity' states that '*Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance*'.

- 2.7 On a national level the need to manage transport in relation to new development is detailed in many national policy and guidance documents. Over recent years, the need to reduce car dependency, increase travel choices and encourage sustainable distribution has been established through key documents including the National Planning Policy Framework (March 2012).
- 2.8 The National Planning Policy Framework sets out that travel plans are a key tool to delivering sustainable transport objectives, including those relating to freight. The Department for Transport's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009) outlines the role and benefits of travel plans in the planning process, the way to secure them and their inter-relationship with transport assessments. It also discusses the requirements and elements of an effective travel plan.
- 2.9 Under the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the strategic policy and plans contained within the London Plan.

### 3.0 DEVELOPMENT DETAILS

- 3.1 REP Maygrove Road LLP are currently seeking planning permission for the redevelopment of land at 65 and 67 Maygrove Road, London, NW6 2EH in the London Borough of Camden to provide a residential development of 91 units with associated landscaping. The site location is shown in Figure 1. The site is bounded to the south by Maygrove Road and to the north by Brassey Road and consists of two distinct elements;
- 3.2 65 Maygrove Road is a mid-20th Century building comprising three storeys (ground plus two upper storeys) located on the north side of the road. Pedestrian access is provided from Maygrove Road with disabled access provided by a recently built access ramp. The existing building comprises 2,543sqm of office accommodation accessed principally from a central entrance from Maygrove Road. The building was recently refurbished by the previous owner in an attempt to improve marketability of the space. This attempt failed and the building is now vacant.
- 3.3 No.67 Maygrove Road is a late 20th Century four storey building which is in office use at ground to second floor and has three residential flats at third floor. The office use in this building will shortly cease when the occupiers move to new premises elsewhere. The three flats are rented on short leases.
- 3.4 To the rear of the site is a large open car park accessed from Brassey Road. Assessing the space using normal parking standards the car park has space for 37 cars.
- 3.5 The proposed development will see the removal of the existing buildings from the site and their replacement with a residential block with associated landscaping. The development will provide 91 residential units and will be supplemented by 10 disabled car parking spaces, 2 car club spaces and 120 cycle parking spaces. Parking facilities will be provided at basement level, with lift access from Maygrove Road (ground level), while due to the topography of the site, servicing will be carried out from Brassey Road at second floor level. These proposed level layouts are shown in Figures 2, 3 and 4 respectively.
- 3.6 It should be noted that as the scheme is to be subject to a legal agreement preventing residents from applying for on-street parking permits, and the fact that the only on-site car parking facilities will be for disabled drivers and car club vehicles, the scheme will be self limiting in terms of private car trip usage.

#### **Baseline Modal Split Forecasts**

- 3.7 'Travel Planning for New Development in London' (Transport for London February 2011) suggests that where the end user of the development is known at the pre-application stage, such as in the case of residential developments, the travel plan should include travel surveys of existing site users, or surveys from a similar site. However the existing site features an office development and the residential scheme is yet to be built and occupied, it is not possible at this stage to report on the mode split of residents and visitors trips.

- 3.8 Instead and as part of the Transport Assessment that accompanies this Draft Travel Plan, the TravL database was used to forecast the likely number of walk, cycle and public transport trips that could be generated by the site.
- 3.9 TravL outputs consolidate public transport modes with walk trips. In order to assess how the walk and public transport trips forecast to be generated by the proposed residential development by TravL would be assigned to different modes, data from the Fortune Green ward (in which the site is located) from the 2001 Census has been examined. Ward statistics from the census, detail the mode of travel to and from work for people living and working in the area. While the census does not detail mode of travel for non-work trips, it is considered that the work trip data does give a good approximation of mode split for all trips made to and from the area based on available public transport service. Table 1 shows all mode results from the 2001 Census.

Table 1. 2001 Census: Method of Travel to Work

	Resident Population (UV39)	Daytime Population (UV37)	Combined Population
Underground	46%	20%	39%
Train	12%	11%	12%
Bus, minibus or coach	9%	7%	8%
Taxi or minicab	1%	1%	1%
Driving a car or van	19%	42%	25%
Passenger in a car or van	1%	2%	2%
Motorcycle, scooter or moped	2%	2%	2%
Bicycle	3%	2%	2%
On foot	7%	12%	8%
Other	1%	1%	1%
Total	100%	100%	100%

Source: ONS

- 3.10 Table 2 shows the results of the TravL forecasting process for the proposed residential development with walk and public transport trips broken down in line with Census mode splits for these modes.

Table 2. Proposed Development – Trip Generation Forecasts

Hour	Car	M/cycle	Bicycle	Taxi	Bus	Tube	Rail	Walk
07:00	6	0	0	0	3	13	4	3
08:00	10	0	0	0	4	17	5	4
09:00	4	0	0	0	2	10	3	2
10:00	3	0	0	0	1	6	2	1
11:00	3	0	0	0	1	6	2	1
12:00	3	0	0	0	1	6	2	1
13:00	6	0	0	0	3	12	4	2
14:00	6	0	0	0	3	12	4	3
15:00	8	0	0	0	3	13	4	3
16:00	6	0	0	0	2	10	3	2
17:00	8	1	0	0	4	17	5	3
18:00	9	0	0	0	3	15	5	3
19:00	7	0	1	0	3	12	4	3
20:00	5	0	0	0	2	11	3	2
21:00	2	0	0	0	2	8	2	2
Total	87	3	3	2	36	168	52	35

Source: TravL / ONS

- 3.11 The Census data shows that in the site ward car trips (drivers and passengers) account for 27% of journeys to work. The Travel forecasting exercise based on similar residential sites in areas of high public transport accessibility suggests that a slightly lower level of 23% of trips would be made by car.
- 3.12 The actual mode split for trips made by residents and visitors to the development will only be known once the initial travel surveys have been carried out, but as set out previously the scheme is to be subject to a legal agreement preventing residents from applying for on-street parking permits, and the only on-site car parking facilities will be for disabled drivers and car club vehicles. Hence the scheme will be self limiting in terms of private car trip usage.

### **Servicing & Servicing Management**

- 3.13 As stated in 'Travel Planning for New Development in London' (Transport for London February 2011), whereas in the past Travel Plans were concerned with the movement of people, a more holistic approach is now taken whereby the movement of both people and goods are expected to be covered in travel plans.
- 3.14 It is anticipated that refuse and recycling will be collected on a weekly basis. On the specified collection day the facilities management staff will transfer bins from the basement level refuse store to the temporary refuse store at second floor level (due to the topography of the site) at the rear of the site. The temporary refuse store is shown in Figure 4.
- 3.15 Refuse vehicles, which currently collect refuse from other properties on Brassey Road, would stop on Brassey Road adjacent to the temporary refuse store as they do for existing neighbouring residential properties. Bins would then be wheeled from the temporary refuse store area to the waiting refuse vehicle. Upon completion of collection, the refuse vehicle would leave via Brassey Road.
- 3.16 The distance between the holding area and the collection vehicle will be less than 10 metres. The paths between the container and collection vehicles will be a minimum 2 metres in width, free from kerbs or steps and have a smooth, hard wearing surface capable of withstanding the loading imposed by a fully loaded wheeled container.



## 4.0 SITE ASSESSMENT

- 4.1 The site assessment details accessibility of the site by various modes of transport.

### Public Transport

- 4.2 Seven London bus routes, including 4 services which operate on a night bus / 24 hour basis, can be accessed from bus stops within the 640m PTAL prescribed walk distance of the site as summarised in Table 3.

Table 3. Local Bus Services

Access Point & Distance from Site	Route	Destinations	First & Last Services	Peak Hour Frequency*
West Hampstead Station (592m)	139	West Hampstead	24 Hour Service	8
		Waterloo	24 Hour Service	9
	328 / N28 / N31	Golders Green	24 Hour Service	9
		Chelsea Worlds End	24 Hour Service	9
	C11	Brent Cross	06:04 & 00:41	7
		Archway	05:48 & 00:13	7
Kilburn LUL Station (407m)	332	Paddington	05:39 & 00:16	6
		Brent Park Neasden	05:42 & 00:34	6
		Victoria	24 Hour Service	10
	16 / N16	Cricklewood Broadway	24 Hour Service	10
		Oxford Circus	24 Hour Service	9
	189	Brent Cross	24 Hour Service	7
		White City	05:17 & 00:06	7
	316	Cricklewood Broadway	05:44 & 00:36	7
		Edgware	24 Hour Service	8
	32 / N16	Kilburn Park	24 Hour Service	8

Source: Transport for London

\* Number of services per direction during period 0815-0915

- 4.3 During the morning peak hour around 127 bus services arrive at, and leave from local bus stops. Appendix A presents extracts of local bus network maps.
- 4.4 In the case of London Underground services, Kilburn station is the only station to fall within the PTAL prescribed walking distance of 960m and provides access to Jubilee line services. Table 4 presents a summary of routes available from this station while Appendix A includes a map showing London Underground routes and stations.

Table 4. Local London Underground Services

Access Point & Distance from Site	Route	Destinations	First & Last Services	Peak Hour Frequency*
Kilburn (337m)	Jubilee Line	Towards Stanmore	05:52 & 00:50	28
		Towards Stratford	05:13 & 00:32	28

Source: Transport for London

\* Number of services during period 0815-0915

- 4.5 Table 4 shows that during the daytime peak period there are around 56 underground departures per hour from Kilburn station.

- 4.6 National Rail services are available from Brondesbury and West Hampstead stations which are 521m and 756m walk distances respectively from the site.
- 4.7 Rail services from Brondesbury Station are operated by London Overground and serve destinations to Richmond, Clapham Junction and Stratford.
- 4.8 Two railway stations exist at West Hampstead with interchange facilities at street level. West Hampstead Station is operated by London Overground and offers the same service pattern and frequency as Brondesbury Station. West Hampstead Thameslink Station is operated by First Capital Connect with services to Bedford, Luton, Luton Airport Parkway, St Albans, St Pancras International, Wimbledon, Sutton, Sevenoaks, East Croydon, Gatwick Airport and Brighton. Full details of local rail services are shown in Table 5. An extract from the local rail network map is shown in Appendix A.

Table 5. Local Rail Services

Station & Distance from Site	Operator	Destinations	First & Last Services	Peak Hour Frequency*
Brondesbury	London Overground	Richmond	06:20 & 23:48	4
		Clapham Junction	06:38 & 23:18	4
		Stratford	06:06 & 23:32	8
West Hampstead	London Overground	Richmond	06:18 & 23:46	4
		Clapham Junction	06:36 & 22:16	4
		Stratford	06:08 & 23:34	8
West Hampstead Thameslink	First Capital Connect	St Albans, Luton	24 Hour Service	8
		St Pancras International	24 Hour Service	7
		Sutton	24 Hour Service	3
		Brighton	03:44 & 00:44	-

Source: Transport for London / Southern

\* Number of services during period 0815-0915

- 4.9 Table 5 shows that during the daytime peak period there are around 34 unique departures per hour from local railway stations.
- 4.10 With 217 public transport services accessible within the PTAL walk distances, the site has been found to have a PTAL of 5 (approaching 6a). Full details of the PTAL calculation are shown in Appendix A.

### Pedestrian and Cycle Access

- 4.11 The accessibility of a development site, in addition to the factors that contribute to a PTAL rating, also relates to pedestrian and cycle access as well as access by wheelchair users.
- 4.12 In terms of pedestrian facilities in the area, footways are generally of a high standard, are level, trip free and not subject to excessive ponding.
- 4.13 The footways at the junctions of Maygrove Road with Kilburn High Road, Maygrove Road with Iverson Road and Iverson Road with West End Lane and others in the area provide dropped kerbs / tactile paving. Signal junctions including pedestrian crossing facilities operate at the junctions of Maygrove Road

with Kilburn High Road, and Iverson Road with West End Lane. Zebra crossing facilities operate at the junction of Maygrove Road with Iverson Road.

- 4.14 An audit of the local bus stops detailed in Table I found that they all feature: flags' identifying which bus routes call each stop, timetables for those routes, maps, shelters, seating and lighting.
- 4.15 All London buses are wheelchair accessible. Level access is available at Kilburn Underground station although there is a step between the platform and trains. Lift access is available at West Hampstead Thameslink station. There is no level access at Brondesbury London Overground stations.
- 4.16 There are a number of cycle routes in the immediate area with a suggested 'quiet / off road' cycle route taking in Maygrove Road, Iverson Road and part of West End Lane. Appendix A presents a map extract showing local cycle routes and cycle facilities.

### **Vehicle Access**

- 4.17 Maygrove Road adjacent to the site it is formed of a 7.5m wide carriageway which provides a through traffic lane in each direction, permit holders parking spaces on the south side and a motorcycle parking bays on the north side. The remainder of the north side of Maygrove Road in the vicinity of the site features single yellow line regulations. Local on-street regulations operate from Monday to Friday 08:30 to 18:30. Footways either side of Maygrove Road are provided at widths of between 2.3m and 2.4m
- 4.18 Barlow Road and Brassey Road to the rear of the site, part of the West End Sidings Estate, form a clockwise one-way loop generally 6.0m wide but in places featuring width restrictions of 3.8m over distances of around 15.0m.
- 4.19 Maygrove Road, Barlow Road and Brassey Road feature speed humps / cushions and are subject to a 20mph speed limit.
- 4.20 The site is located in Controlled Parking Zone CA-Q with regulations applying from Monday to Friday from 08:30 to 18:30. The nearest Pay and Display bays (shared use with residents) are located on Maygrove Road to the east of the site and charge £1.20 per hour with a maximum duration of stay of 2 hours during controlled periods.
- 4.21 In terms of Car Clubs, there are a 52 car club vehicles located within one mile of the site including location on Loveridge Road, Netherwood Street and Sumatra Road. Appendix A shows a map extract of the location of nearby car club vehicles.
- 4.22 In summary, the site benefit from good levels of public transport accessibility, good pedestrian, cycle and road links with the local and wider area, and established local car club operations.

## 5.0 OBJECTIVES & TARGETS

- 5.1 This chapter sets out the objectives of the travel plan, as well as detailing how targets which the operator will seek to meet over the short, medium and long term, and how these will be set once the residential development has been occupied and resident travel surveys have been carried out. It also includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the travel plan can be found in the following chapter.
- 5.2 Objectives are the high-level aims of the travel plan. They give it direction and provide a focus. Targets are the measurable goals by which progress can be assessed. Once the site is in operation and travel surveys have been carried out targets will be set which the measures will seek to reach within the period covered by the travel plan. In addition, interim targets will be set. Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. The objectives, outline targets and indicators are set out below.

### Objectives

- 5.3 The objectives of the travel plan are:
- To minimise from the time of being brought into use and reduce over the life of the travel plan the environmental impact of the development's travel demand through raising travel awareness amongst residents and visitors and encouraging environmentally-friendly travel behaviour.
  - To improve the choice of transport mode available to residents and visitors by means of new or improved facilities and the provision of suitable information.

### Action Type Targets

- 5.4 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. As part of the implementation of the travel plan, the action targets and target dates will be:
- Appoint a travel plan co-ordinator. Target date: As soon as practicable after the development is opened to the public.
  - Produce a Travel Guide detailing the public transport and sustainable travel links available to the site and ensure all new residents receive a copy. An example Travel Guide is shown in Appendix B. Target date: Prior to / Upon the accommodation being occupied.
  - Provide up to date and easily accessible public transport information on site, in promotional literature, on the website of the development and at all other opportunities for use by residents and visitors. Target Date: Prior to / Upon the accommodation being occupied

## Aim Type Targets

- 5.5 Aim-type targets relate to the 'outcomes' of the travel plan and can be assessed by monitoring what is achieved through the implementation of measures/initiatives, either individually or overall.
- 5.6 Targets for each initiative depend on the results of the resident travel surveys which will be carried out once the site is in operation. Specifically, the results of the questions that will ask respondents what initiatives would encourage them to use a range of sustainable transport modes, and which of those initiatives can be implemented by the operator. The aim type targets that will be identified will include:

### A reduction in the proportion of single occupancy trips.

Once the site is in use and travel surveys have been carried out targets for the reduction in single occupancy car trips will be identified. 'Guidance for Residential Travel Planning in London' (Transport for London / Mayor of London) suggests a vehicle trip reduction of 10% to 20% over the first five years of occupation. This target will be adopted until the initial baseline travel surveys are carried out when it will be reviewed and agreed between the Travel Plan Co-ordinator and the Council's Travel Plan officer.

### An increase in the proportion of public transport trips.

Once the results of the initial travel surveys are known, the target level of increase in public transport trips will be identified. This level of increase will be directly linked to the level of reduction in car trips. Public transport promotion is the main alternative for trips to and from the site and will be promoted as such.

### An increase in the proportion of active travel trips.

Again, this target will be directly linked to the level of reduction in car trips and will be set once the initial travel surveys have been completed. Active trip promotion along with public transport promotion will be the main alternative to car based trips and will be promoted to residents living and working within appropriate distances from the site.

### An increase in the proportion of trips by other modes.

Again, this target will be directly linked to the level of reduction in car trips and will be set once the initial travel surveys have been completed.

## **6.0 TRAVEL PLAN OPERATION**

- 6.1 A travel plan strategy that sets out clearly the stages by which the travel plan will be developed and implemented is very important. Elements of a travel plan strategy usually relate to:
- Securing the resources (including time) that are necessary to develop and implement the travel plan;
  - Consulting and educating residents; and
  - Identifying and engaging with partners.
- 6.2 The strategy for the travel plan is set out within the remainder of this chapter. It discusses how the plan will be managed and marketed, as well as who the key partners will be.

### **Travel Plan Management**

- 6.3 The proposals contained in the Travel Plan will be promoted by the management of the site through the appointment of a Travel Plan Co-ordinator. At this stage contact details of the Travel Plan Co-ordinator are unknown. As soon as such information becomes available it will be passed to the relevant officer at the London Borough of Camden. Until such time the author of this Travel Plan document will act as the Travel Plan Co-ordinator and can be contacted with regards the measures detailed herein; John Ross of Paul Mew Associates, The Mission Hall, Walkers Place, Putney, London SW15 1PP. Telephone 0208 780 0426, Fax 0208 780 0428 or e-mail [john.ross@pma-traffic.co.uk](mailto:john.ross@pma-traffic.co.uk).
- 6.4 The Travel Plan Co-ordinator's responsibility will be to encourage and promote the proposed measures of the plan amongst the development's residents and visitors (as much as possible). In addition they will assist site management, or their consultants, to carry out regular monitoring of the plan through residents questionnaires, and the associated reporting of the findings to the local authority.

### **Implementation & Funding**

- 6.5 It is proposed that the Travel Plan will be secured by a condition of planning consent.
- 6.6 Upon appointment, the Travel Plan Coordinator will be responsible for the encouragement and promotion of the proposed measures of the plan amongst the staff and visitors. In addition they will assist site management, or their consultants, to carry out regular monitoring of the plan through resident travel surveys, and the associated reporting of the findings to the local authority.
- 6.7 The site management company will confirm to the local planning authority that all necessary funding, time and resources will be made available to the Travel Plan Coordinator such that they can carry out all required work in connection with the Travel Plan as detailed in this report.

## **Partners and Stakeholders**

- 6.8 Travel plans need partnerships for success. Organisations / developers need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Key partners are likely to include:
- Travel Plan Co-ordinator for the site.
  - The London Borough of Camden's Travel Plan Officer who will provide advice on the operation and implementation of the Travel Plan as well as feeding back comments on progress towards the targets over the life of the plan.
  - Public transport operators will be contacted to pass on comments from residents and visitors on how patronage could be increased and to determine what measures they can assist with such as the provision of information.
  - Residents will be able to suggest initiatives which will be considered for implementation.
  - Visitors will be encouraged to provide feedback which will be considered for implementation.

## **Marketing**

- 6.9 On site promotion of the plan will be by means of travel information and Travel Plan initiatives being displayed within resident communal areas. Sustainable travel information will also be made available to visitors via promotional literature. Travel Guides, similar to the example shown in Appendix B, with details of local sustainable transport options will be distributed to new residents upon purchase / occupation. This information will include details of public transport services, taxi, cycle and pedestrian facilities.
- 6.10 The aim of the Final Travel Plan is to achieve a reduction in the use of private cars for trips to and from the development by residents, and to encourage a reduction in the use of private cars for trips to and from the development by residents / visitors.

## **Resident Consultation & Travel Surveys**

- 6.11 Once the development has been brought into use and 75% of the units have been occupied, the first task of the Travel Plan Co-ordinator will be to carry out a site transport audit and conduct a series of resident travel mode split surveys to determine how residents travel to and from the site. These will be carried out within five months of the development reaching 75% occupancy.
- 6.12 A transport audit, similar to the Accessibility Audit presented earlier in this document, would be carried out detailing resident numbers, the use of accessible and cycle parking spaces and car club facilities. In addition the audit would include on-site sustainable transport facilities and local pedestrian / cycle route information.

- 6.13 In order to obtain a base view of residents' travel patterns, a resident travel survey would be carried out. This would gather information relating to individuals:
- Existing journeys to work, college, shopping, leisure and other trips including mode of travel, reasons for choice of modes and comments on local roads, public transport services and other sustainable transport facilities,
  - Existing or considered use of alternatives to the car such as car sharing, public transport, cycling and powered two wheelers,
  - Destination information such as work place postcodes to determine distance travelled and most appropriate alternatives that could be suggested, and
  - Any other comments.
- 6.14 The resident travel survey form created for the Maygrove Road scheme would be formulated in consultation with the local planning authority in line with industry standard questionnaires.
- 6.15 Based on the findings of these studies, a clear indication of the desired level of reduction in car based trips will be determined. The Travel Plan Co-ordinator working in conjunction with management will identify measures suitable to promote to residents / visitors, based on the results of the surveys. The results of this initial study would be made available to the local authority and would be used to support the Travel Plan.
- 6.16 In line with guidance set out in Transport for London's 'Travel Planning for New Development in London' (Feb 2011) monitoring procedures, follow-up travel surveys and reporting will be undertaken one year after occupation, and again at years three and five. Surveys will be undertaken at a similar time each year and in a neutral month for example September, October, March or April. At these monitoring milestones the Travel Plan will be reviewed to assess progress towards achieving targets and what if any initiatives need to be amended or introduced.
- 6.17 Table 6 shows the proposed monitoring plan.



Table 6. Monitoring Plan

Date / Title	Detail
<i>Within 1 month of being brought into use</i>	<ul style="list-style-type: none"> <li>• Appoint a Travel Plan Coordinator and prepare Travel Guides &amp; promotional literature.</li> </ul>
<i>Within 5 months of 75% occupancy</i>	<ul style="list-style-type: none"> <li>• Baseline Resident Travel survey completed by Travel Plan Coordinator using industry standard pro-forma survey</li> </ul>
<i>Within 6 months of 75% occupancy</i>	<ul style="list-style-type: none"> <li>• Full Travel Plan to include results of travels surveys and targets to be submitted for approval by the Local Planning Authority</li> </ul>
<i>12 months after Travel Plan Approval</i>	<ul style="list-style-type: none"> <li>• Resident Travel survey completed by Travel Plan Coordinator using industry standard pro-forma survey</li> <li>• In addition, a review of the short term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented</li> </ul>
<i>36 months after Travel Plan Approval</i>	<ul style="list-style-type: none"> <li>• Resident Travel survey completed by Travel Plan Coordinator using industry standard pro-forma survey</li> <li>• In addition, a review of the medium term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented</li> <li>• Reporting of the Travel Plan progress to the Local Planning Authority</li> </ul>
<i>60 months after Travel Plan Approval</i>	<ul style="list-style-type: none"> <li>• Resident Travel survey completed by Travel Plan Coordinator using industry standard pro-forma survey</li> <li>• In addition, a review of the long term measures identified as part of the Aim Target Summary will be carried out to determine whether all measures identified have been implemented</li> <li>• Reporting of the Travel Plan progress to the Local Planning Authority</li> </ul>

## 7.0 PACKAGE OF MEASURES

### Introduction

- 7.1 The main core of the Travel Plan will be a package of measures, which can be comprised of a mixture of different kinds of actions, incentives and infrastructural improvements. Measures might be motivational, for awareness raising or for information provision. They could entail alterations to the way residents of the site go about their business. Finally, financial incentives to remove barriers to sustainable travel might also feature.
- 7.2 This chapter sets out details of the type of package of measures which will be introduced in an attempt to influence resident and visitor travel to/from the site.

### Walking & Cycling

- 7.3 Both cycling and walking are almost always encouraged within a Travel Plan. Walking is the most sustainable method of travel, has a number of proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys particularly for those whose journey to the site is up to 2km in length. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc). As for cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 7.4 Cycling is cheap, offers reliable journey times and is environmentally friendly. Within the workplace, encouragement of cycling can lead to a healthier, more productive work force. It is commonly suggested that cycling is a viable sustainable mode for journeys up to 5km in length.
- 7.5 A link has been identified between car growth and obesity. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys on foot or by cycle. In turn, employers can benefit through increased productivity and reduced absence through illness.
- 7.6 Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. A Travel Plan can offer benefits through the role of active travel in helping to: prevent diabetes, reduce the risk of colon cancer, prevent high blood pressure, decrease the risk of coronary heart disease, control body weight, and prevent osteoporosis.
- 7.7 The Travel Guide to be provided to all households will include information on walk and cycle journey times to key local attractions with the aim of demonstrating to residents that short journeys can realistically be made on foot or by bike. The Travel Guide will also provide information on local cycle routes,

cycle shops as well as London Cycle Hire docking station locations. Similar information will also be displayed within public areas of the development. An example Travel Guide is shown in Appendix B.

- 7.8 To accompany the Travel Guide, all households will be provided with a copy of Transport for London's 'Local Cycling Guide 4' which shows all cycle routes in the area around the site.
- 7.9 The development itself will provide cycle parking facilities for 120 cycles.

### **Public Transport Access**

- 7.10 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London which has the greatest levels of provision in the country. The benefits of travelling by public transport can include:
- No need to park.
  - Traffic free routes (with rail or bus priority existing);
  - Being able to relax, read or work.
- 7.11 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5km. The sections below highlight the measures that will be introduced to encourage and support the use of public transport for trips to and from the site.
- 7.12 As detailed earlier in this document the site has a very good level of public transport accessibility. As such public transport travel will form an easily accessible mode of transport for trips to and from the development.
- 7.13 As part of the development, all households will be provided with an up to date tailor made Travel Guide detailing local public transport services, bus stops, station locations, and fare information. Similar information will also be displayed within public areas of the development. An example Travel Guide is shown in Appendix B.

### **Powered Two Wheelers**

- 7.14 The Mayor's Transport Strategy reports that motorcycles, mopeds and scooters represent a small proportion of travel, although numbers licensed have increased. Powered two wheelers have both benefits and disbenefits as compared to travel by private car and by more sustainable modes. As a result, they do not always feature within a travel plan and greater effort is generally expended promoting other, more sustainable modes. One issue with powered two wheelers is that motorcycle casualty rates are substantially higher than for other forms of road transport. In addition, motorcycles can generate relatively more pollution and noise than private cars and other forms of transport. More positively, motorcycles, mopeds and scooters can offer quick, relatively low cost private transport and are more space and fuel efficient than cars. As a result, the

Major's Transport Strategy reports that accident analysis and reduction programmes are important. In addition, it advises that more motorcycle parking should be provided in locations of high demand.

### **Car Use, Car Sharing & Car Clubs**

- 7.15 The main initiative that will be introduced as part of the development will be the designating of the scheme as a 'car-free' development. This will prevent residents from obtaining on-street parking permits. Instead, car sharing and car club scheme will be promoted.
- 7.16 'Car Sharing' refers to a situation where two or more people travel by car together, for all or part of the car trip. Depending on the results of the initial resident travel surveys, car sharing could be promoted. In order to maximise the potential for car sharing existing local car share schemes such as Transport for London's 'London Lift Share' could be promoted.
- 7.17 Local car club schemes will also be promoted. These membership schemes provide car rental for short periods of time, often by the hour. As previously detailed there are a number of car club vehicles within a short walk of the site.
- 7.18 The development will also provide 2 low emission vehicles as a local car club for residents of the development with two dedicated spaces in the basement. The scheme, which will be managed by the on-site concierge /management office, will allow residents to pre book vehicles for a set period of time. All residents who wish to use the service will pay an annual membership and then a set charge for car hire and petrol costs. However membership will not be compulsory to residents and they may wish to join other car club schemes in the area. The spaces will not be available for private cars to park in at any time and strict enforcement will take place. The use of a car club using low emission vehicles will reduce the likelihood of residents seeking to secure parking in nearby car parks or reduce the likelihood of residents seeking to circumvent the on street parking regime
- 7.19 The Travel Guide to be provided to all households will include details of the site and local car club vehicle locations and operators. Similar information will also be displayed within public areas of the development. An example Travel Guide is shown in Appendix B.

### **Travel Information and Planning**

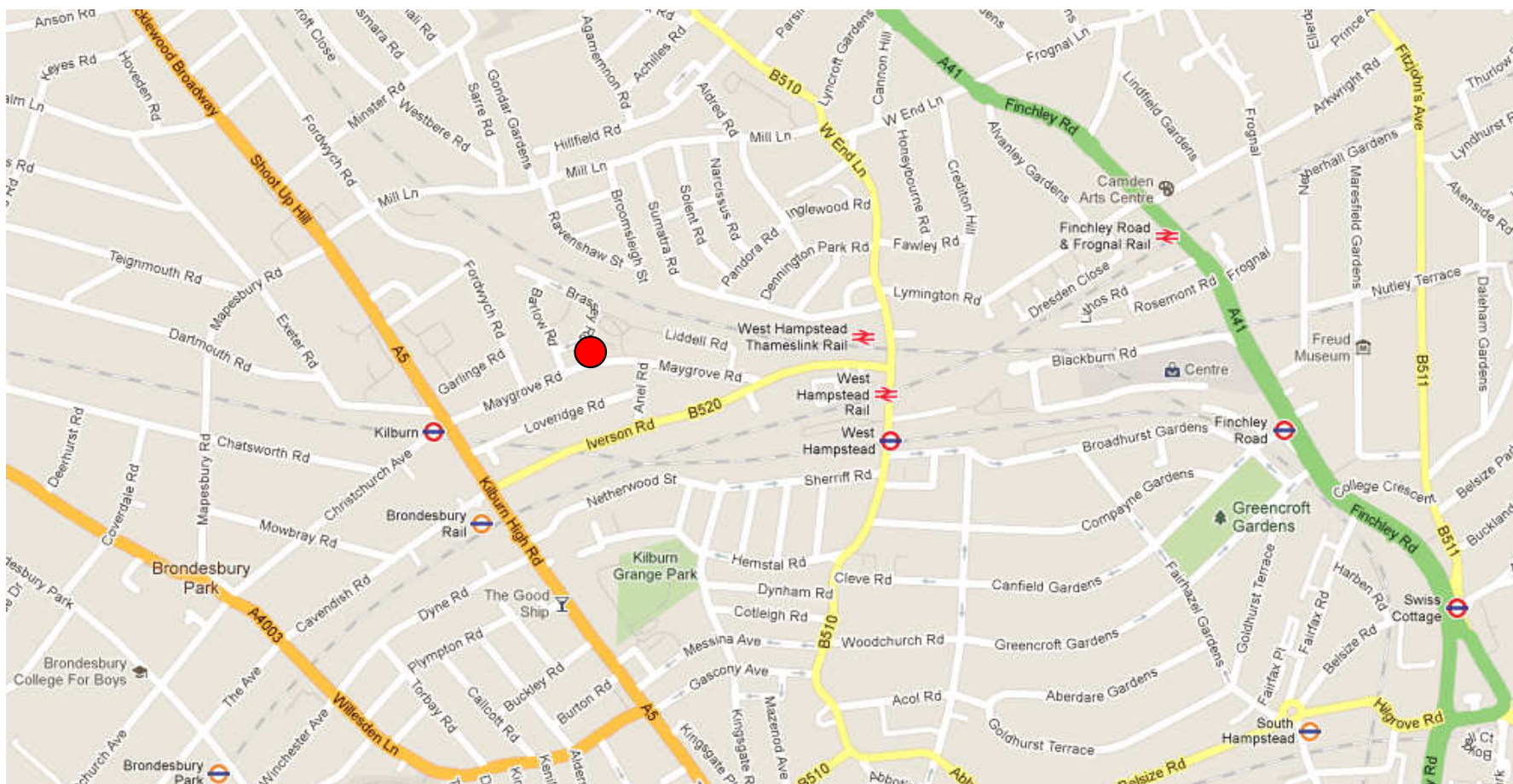
- 7.20 Complete and easy to understand information about travel information is an essential ingredient for any travel plan, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to him/her and the benefits/ dis-benefits of each. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives. This is why baseline surveys and assessments are important elements in the travel planning process.

- 7.21 As detailed above, all households will be provided with a site specific Travel Guide that sets out details of;
- local public transport services, stops, stations, routes and fares,
  - local cycle routes, shops and facilities,
  - local car-club vehicles and operators,
- 7.22 Travel Guide information will also be displayed within public areas of the development. Residents will also be provided with a copy of the local cycle guide published by Transport for London.

## **8.0 SUMMARY AND CONCLUSIONS**

- 8.1 The operators of the proposed residential development at 65 and 67 Maygrove Road are committed to reducing the impact of the proposed development through the implementation of a Travel Plan.
- 8.2 The site is situated in an area with very good public and sustainable transport links. These links would be promoted as part of the Final Travel Plan.
- 8.3 Thorough and regular monitoring of the scheme will identify targets, and assess to what extent they are being reached over the life of the scheme. The reporting of progress will be carried out in consultation with the local authority.
- 8.4 It is the aim of the scheme to reduce resident vehicle based trips to and from the site by the target and the timescale to be set as part of the Final Travel Plan. In addition all opportunities will be taken to encourage visitors to make more sustainable trips to and from the site.
- 8.5 The Travel Plan will be implemented on the occasion of the new development being brought into use.

## Figures



● Site Location

Date: 31/10/12  
Scale: NTS  
Source: Google



P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
Figure 1. Site Location



PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS

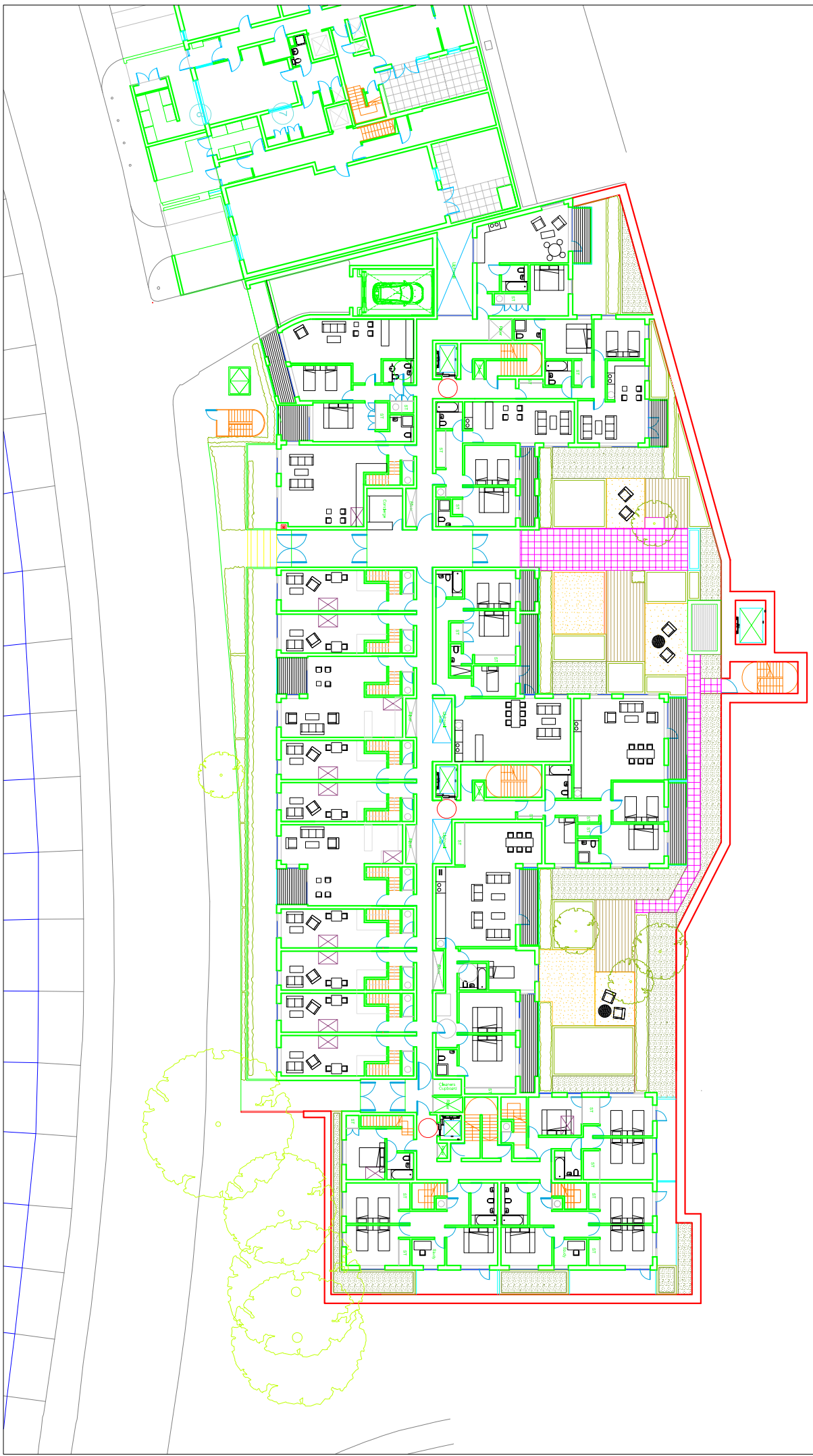
The Mission Hall, Walkers Place, Putney, London, SW15 1PP  
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P869: 65 & 67 MAYGROVE ROAD.  
Figure 2. Proposed Basement Level





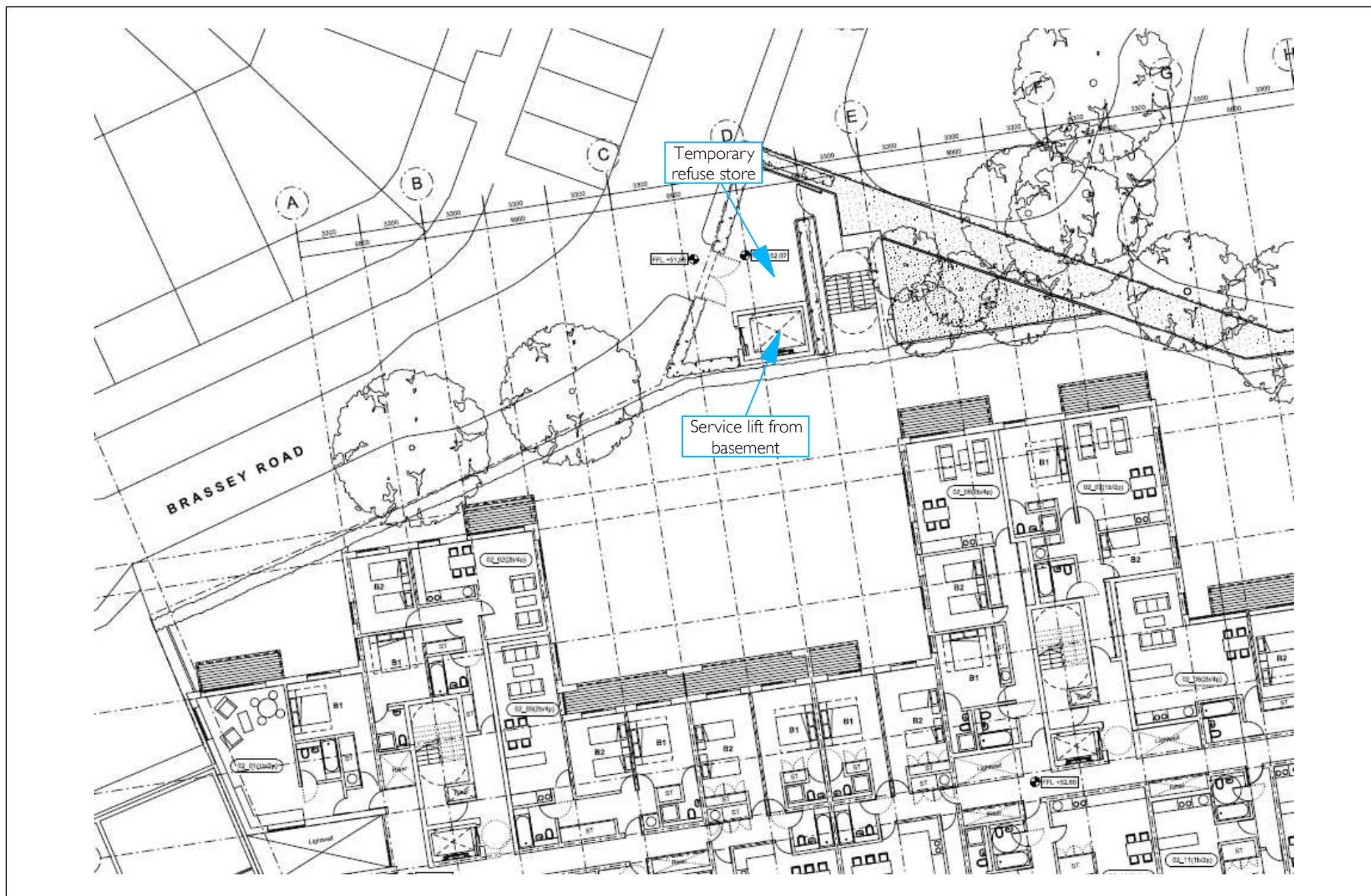
Date: 31/10/12  
Scale: 1:400@A4  
Source: Hopkins Architects



P869: 65 7 67 MAYGROVE ROAD.  
Figure 3. Proposed Ground (Maygrove Road) Level Layout



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Date: 31/10/12  
 Scale: NTS  
 Source: Hopkins Architects



P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
 Figure 4. Proposed Second Floor (Brassey Road) Level Layout

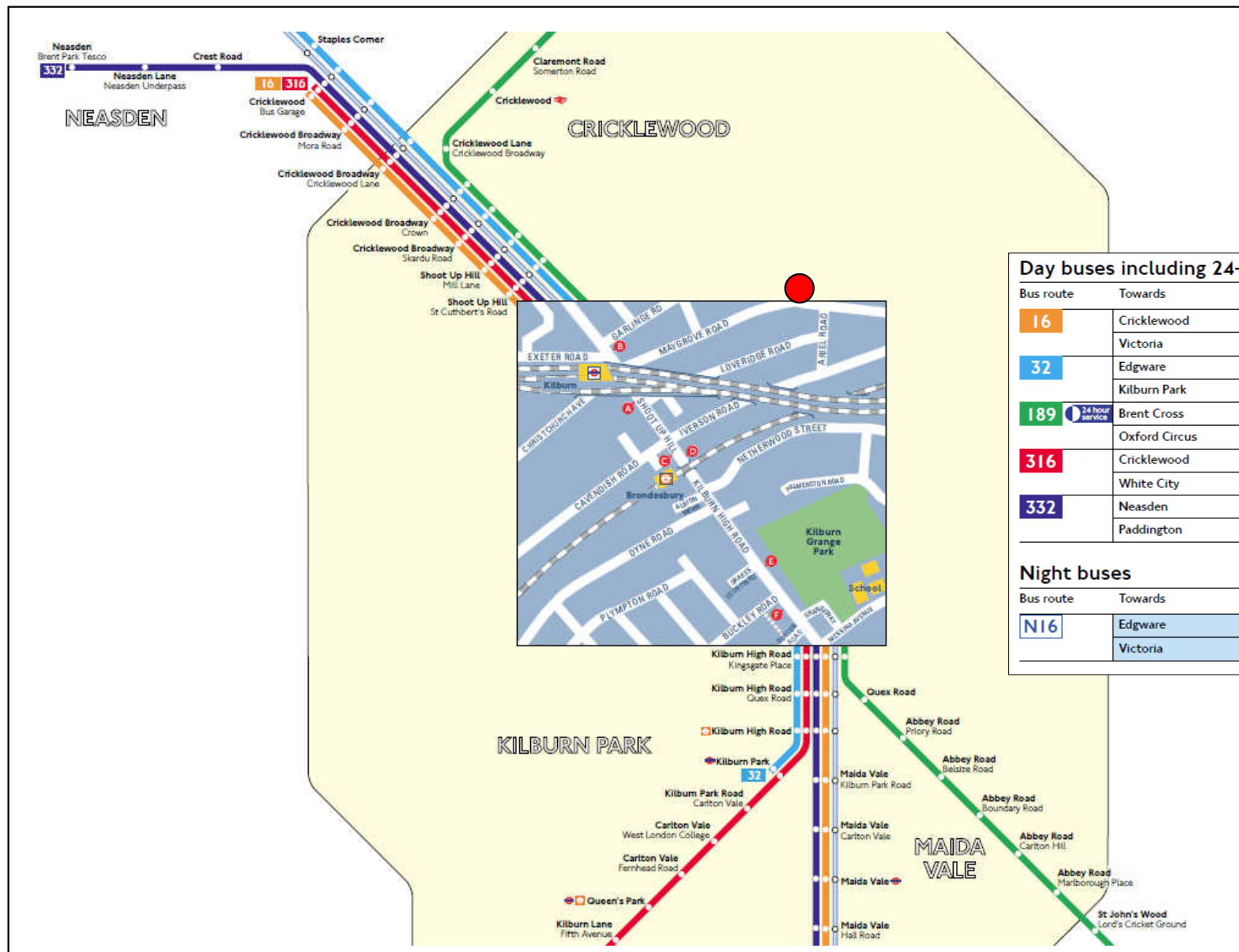


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## **Appendix A** Accessibility Assessment





● Site Location

#### Day buses including 24-hour services

Bus route	Towards	Bus stops
<b>16</b>	Cricklewood	A C F
	Victoria	B D E
<b>32</b>	Edgware	A C F
	Kilburn Park	B D E
<b>189</b>	Brent Cross	A C F
	Oxford Circus	B D E
<b>316</b>	Cricklewood	A C F
	White City	B D E
<b>332</b>	Neasden	A C F
	Paddington	B D E

#### Night buses

Bus route	Towards	Bus stops
<b>N16</b>	Edgware	A C F
	Victoria	B D E

Date: 31/10/12  
Scale: NTS  
Source: TfL



P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
Appendix A. Bus Routes & Stops - Kilburn



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Bus route	Towards	Bus stops
<b>139</b> 24 hour service	Waterloo	B D G T V W
<b>189</b> 24 hour service	Brent Cross	H L
	Oxford Circus	G K
<b>328</b>	Chelsea	B D L T V W
	Golders Green	A J K M N P R
<b>C11</b>	Archway	C T V W
	Brent Cross	A E N P R

● Site Location

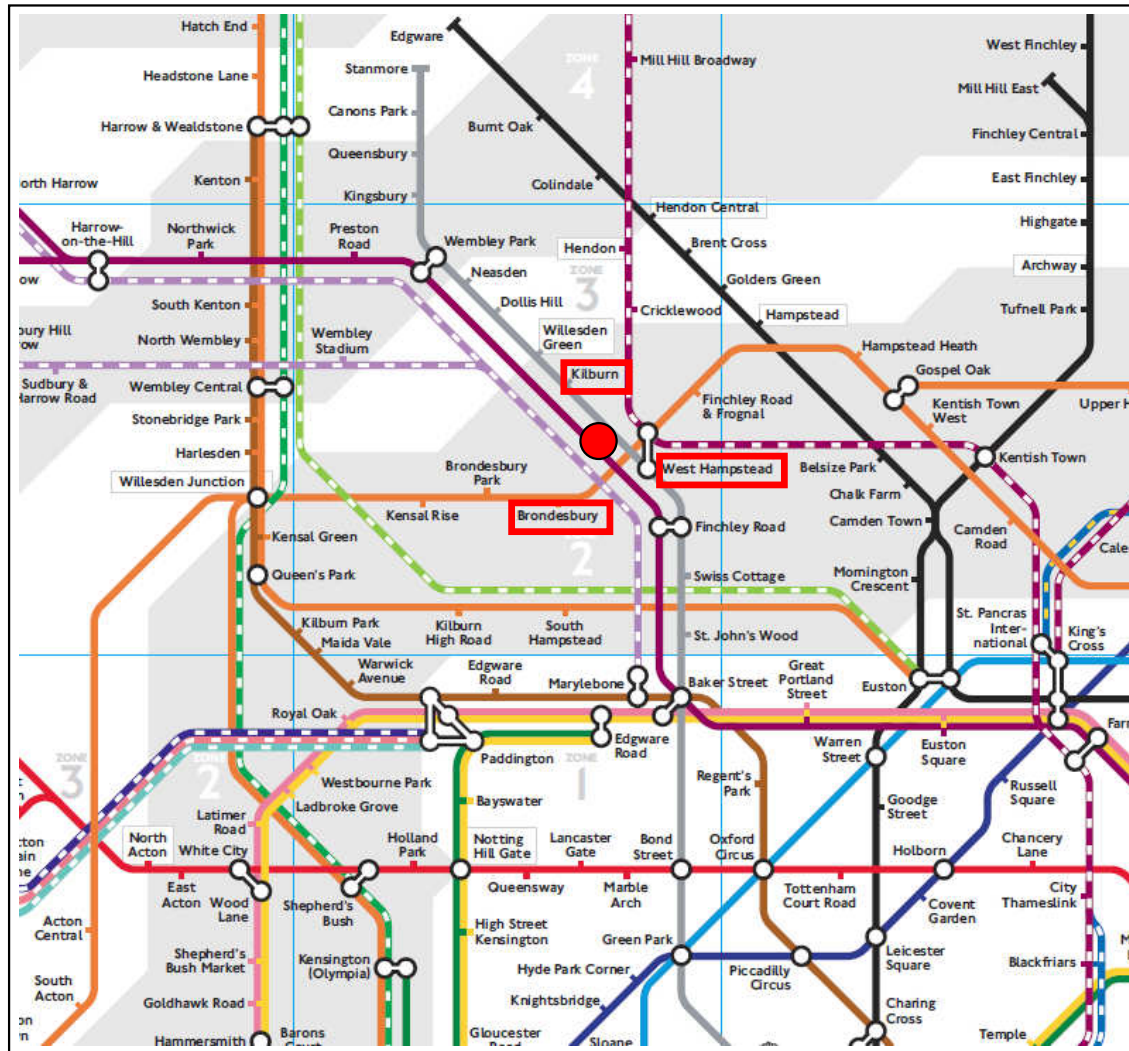
Date: 31/10/12  
Scale: NTS  
Source: TfL



P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
Appendix A. Bus Routes & Stops - West Hamstead

  
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● Site Location

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- Docklands Light Railway
- London Overground
- London Tramlink
- Chiltern Railways
- c2c
- First Capital Connect
- First Great Western
- Heathrow Connect
- Heathrow Express
- London Midland
- National Express East Anglia
- Southern
- Southeastern
- Southeastern high speed
- South West Trains

Date: 31/10/12  
Scale: NTS  
Source: TfL



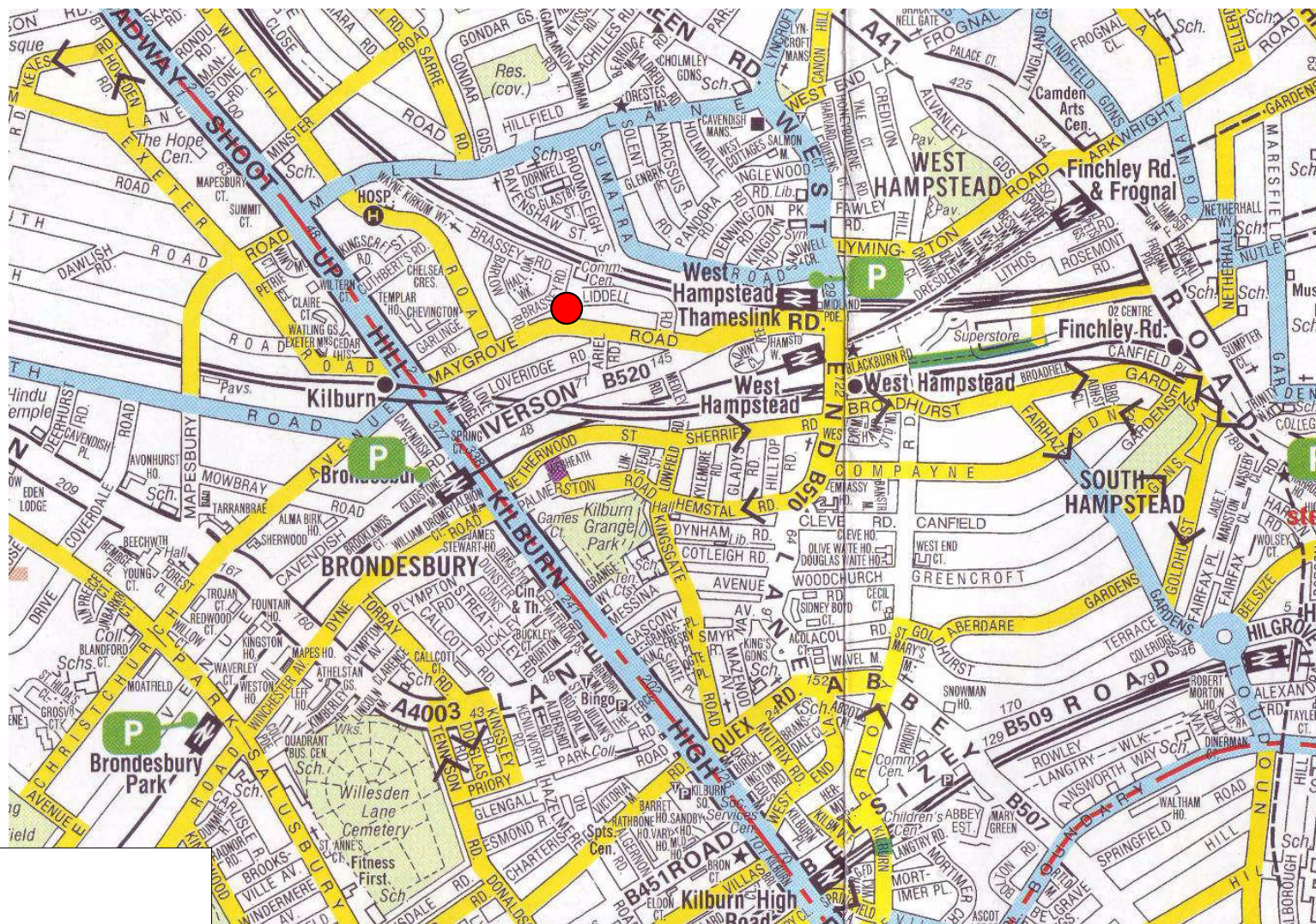
P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
Appendix A. Local London Underground & Rail Network



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- Site Location
- Signed routes
- Recommended by other cyclists
- Shared routes with pedestrians

Date: 31/10/12  
Scale: NTS  
Source: TfL



## P869. No. 65 & 67 Maygrove Road, London, NW6 2EH

### Appendix A. Local Cycle and Pedestrian Routes

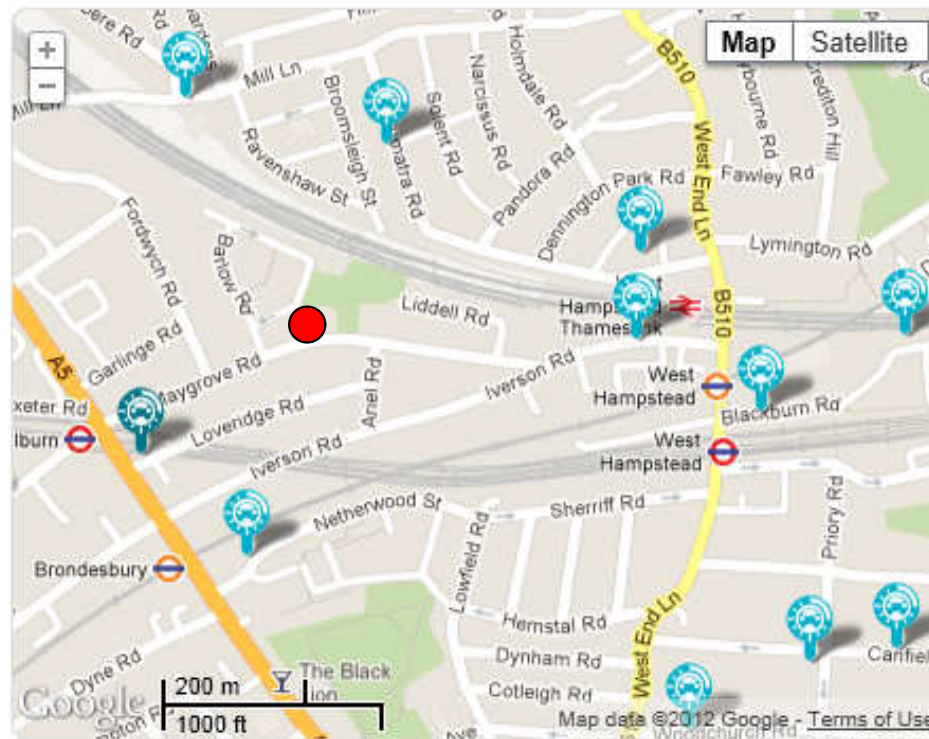


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52 car locations found within 1 mile of nw6 2eh.



● Site Location

UK regions	Search results
Car locations nearby	
<b>Loveridge Road, London</b>	
Distance: 0.1 miles	
<b>Netherwood St, Brondesbury</b>	
Distance: 0.2 miles	
<b>Sumatra Road, London</b>	
Distance: 0.2 miles	
<b>Mill Ln, West Hampstead</b>	
Distance: 0.2 miles	
<b>Christchurch Ave N, Kilburn</b>	
Distance: 0.3 miles	

Date: 31/10/12  
Scale: NTS  
Source: Car Plus



P869. No. 65 & 67 Maygrove Road, London, NW6 2EH  
Appendix A. Local London Car Club Vehicles



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Appendix A  
PTAL Calculation

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	WEST HAMPSTEAD STATION	C11	599.46	7.5	0.5	7.49	6	13.49	2.22	1.11
BUS	WEST HAMPSTEAD STATION	139	599.46	7.5	0.5	7.49	6	13.49	2.22	1.11
BUS	WEST HAMPSTEAD STATION	328	599.46	9	0.5	7.49	5.33	12.83	2.34	1.17
BUS	KILBURN LUL STATION	316	398.82	6.5	0.5	4.99	6.62	11.6	2.59	1.29
BUS	KILBURN LUL STATION	332	398.82	5.5	0.5	4.99	7.45	12.44	2.41	1.21
BUS	KILBURN LUL STATION	189	398.82	6.5	0.5	4.99	6.62	11.6	2.59	1.29
BUS	KILBURN LUL STATION	32	398.82	7.5	0.5	4.99	6	10.99	2.73	1.37
BUS	KILBURN LUL STATION	16	398.82	9	1	4.99	5.33	10.32	2.91	2.91
LU LRT	Kilburn	Jubilee Line Stratford to Stanmore	329.56	17.8	1	4.12	2.44	6.55	4.58	4.58
LU LRT	Kilburn	Jubilee Line Willesden Green to Stratford	329.56	4.4	0.5	4.12	7.57	11.69	2.57	1.28
LU LRT	Kilburn	Jubilee Line Stratford to Wembley Park	329.56	4.4	0.5	4.12	7.57	11.69	2.57	1.28
NATIONAL_RAIL	BRONDESBURY	RICHMOND to STRATFORD	521.12	4	1	6.51	8.25	14.76	2.03	2.03
NATIONAL_RAIL	BRONDESBURY	CLAPHAM JUNCTION to STRATFORD	521.12	2	0.5	6.51	15.75	22.26	1.35	0.67
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to WEST NORWOOD BR	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to BEDFORD MIDLAND	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to MOORGATE	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to LUTON	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to ST ALBANS BR	756.26	1	0.5	9.45	30.75	40.2	0.75	0.37
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to LUTON	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to LUTON	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to SUTTON (SURREY)	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to ST ALBANS BR	756.26	1.33	0.5	9.45	23.31	32.76	0.92	0.46
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	LUTON to MOORGATE	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	LUTON to MOORGATE	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	BEDFORD MIDLAND to MOORGATE	756.26	1	0.5	9.45	30.75	40.2	0.75	0.37
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	SELHURST to ST ALBANS BR	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15

Total AI for this POI is 24.48

**PTAL Rating is 5.**

Day of Week: M-F  
Time Period: AM Peak  
Walk Speed: 4.8 kph  
BUS Walk Access Time (mins): 8  
BUS Reliability Factor: 2.0  
LU LRT Walk Access Time (mins): 12  
LU LRT Reliability Factor: 0.75  
NATIONAL\_RAIL Walk Access Time (mins): 12  
NATIONAL\_RAIL Reliability Factor: 0.75  
Coordinates: 524932, 184779

PTAL Range of Index Description		
1a (Low)	0.01 – 2.50	Very poor
1b	2.51 – 5.00	Very poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b (High)	40.01 +	Excellent

## **Appendix B**

### Example Travel Guide



# EXAMPLE

## TRAVEL GUIDE

# EXAMPLE

## TRAVEL GUIDE

Paul Mew Associates have been commissioned by xxxxxxxxxx to provide you with information on local sustainable travel options.

The information presented in this guide shows that there are plenty of alternatives to using your car and in doing so you'll be helping to minimise your carbon footprint.



















This Travel Guide contains information on;

- local walking and cycling initiatives and where you can get your bike repaired,
- local tram stops and services
- details of local rail services, routes and times,
- information on bus routes that operate in your area including where you can catch buses to a wide range of destinations and,
- details of local car clubs and car share schemes.

There are also contact details and sources of further information relating to all the options set out.

## BUS

A large number of bus routes operate in your area, serving destinations across London. The list below shows the destinations you can reach from your nearest bus stops, what bus route number you need, the bus stop code to get live arrival information, the weekday first and last service and how many buses per hour there are on each route. Routes 264 operates 24 hours a day and the N133 is a Night Bus. The map opposite shows where your nearest bus stops are. In addition, many more bus routes are available from Mitcham town centre.

Destination	Route	Bus Stop	Bus Stop Code	First & Last	Buses per Hour
Banstead	S1		58429	05:39 & 23:56	3
Brixton	355		53079	05:35 & 00:10	5
Brixton	118		58994	04:04 & 01:04	5
* Coulsdon South	463		59494	05:34 & 23:54	3
Croydon	264		53722	24 Hour Service	6
Liverpool Street	<b>N133</b>		58994	00:51 & 03:51	3
Mitcham	S1		59480	06:10 & 00:28	3
Mitcham	<b>N133</b>		59494	02:03 & 05:08	3
Morden	118		59494	05:10 & 01:53	5
New Malden	152		57805	05:20 & 00:20	5
Old Coulsdon	60		72346	05:52 & 00:42	5
* Pollards Hill	463		58994	06:25 & 00:39	3
Purley	127		58164	06:05 & 00:26	4
Putney Bridge	270		53079	05:10 & 00:03	6
Streatham	60		57805	05:16 & 00:25	5
Streatham Hill	255		57805	05:05 & 24:00	5
Tooting	264		51292	24 Hour Service	6
Tooting Broadway	127		49202	05:59 & 23:58	4



For more information contact Transport for London  
Tel: 0843 222 1234  
Web: [www.tfl.gov.uk](http://www.tfl.gov.uk)

## EXAMPLE



All bus stops shown are in Fare Zone 4.



All London Buses are wheelchair accessible



2 minute walk / 250m from The Meadows **MR1 MR2**  
7 minute walk / 600m from The Meadows **C D**  
14 minute walk / 1.1km from The Meadows **G H**  
17 minute walk / 1.4km from The Meadows **M N**  
19 minute walk / 1.5km from The Meadows **P**  
22 minute walk / 1.8km from The Meadows **B K**

\* New bus stops to be introduced right next to The Meadows on Windmill Road will serve Bus Route 463.



You can now check live bus arrival times using a smartphone or desktop PC. Using the 5-digit bus stop code (shown in the table on the right and on bus stops) you'll be presented with a list of bus arrival times for the next few buses that call at your stop.

By mobile, text the bus stop code to 87287 and you'll receive a reply with real time bus arrival times for that stop. Online go to [www.countdown.tfl.gov.uk](http://www.countdown.tfl.gov.uk) and enter the bus stop code.



## RAIL

### Mitcham Junction Station



23 minute walk / 1.9km  
from The Meadows



Fare Zone 4



Step free access



Cycle lockers are available  
at Mitcham Junction  
station



[www.nationalrail.co.uk](http://www.nationalrail.co.uk)  
[www.southernrailway.com](http://www.southernrailway.com)  
[www.firstcapitalconnect.co.uk](http://www.firstcapitalconnect.co.uk)

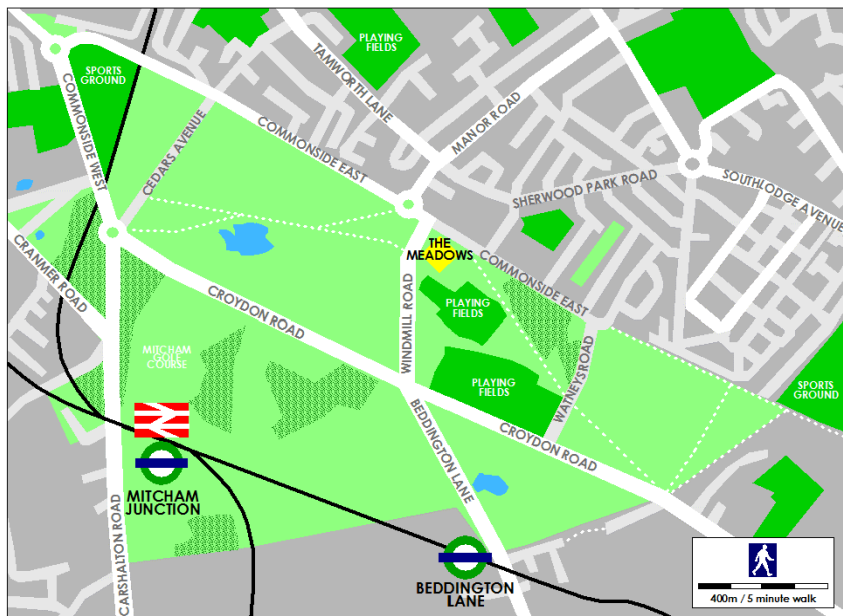
**SOUTHERN**

Southern Railway services towards London Victoria operate from 06:17 to 23:15 Monday to Friday with up to 2 services per hour. In addition weekday morning services to London Bridge operate from 05:46 to 10:38 with up to 2 services per hour.

Services towards Sutton and Epsom operate from 06:15 to 00:41 Monday to Friday with up to four services per hour.

**First Capital Connect**

First Capital Connect also operate services from Mitcham Junction towards Sutton, Wimbledon, The City, St Pancras International, St Albans and Luton.



# EXAMPLE

## TRAM

### Mitcham Junction Station



23 minute walk / 1.9km  
from The Meadows



Step free access



Cycle lockers are available  
at Mitcham Junction  
station



[www.tfl.gov.uk](http://www.tfl.gov.uk)



Tramlink services from Mitcham Junction operate towards Wimbledon and New Addington.

Services towards Wimbledon operate from 05:22 to 00:25 Monday to Saturday with up to eight services per hour.

Services towards New Addington operate from 05:49 to 00:29 with up to eight services per hour. Services to Therapia Lane operate until 00:59.

### Beddington Lane Tramstop



13 minute walk / 1.1km  
from The Meadows



Step free access



Cycle parking is available at  
the Beddington Lane  
tramstop



[www.tfl.gov.uk](http://www.tfl.gov.uk)



Tramlink services from Beddington Lane operate towards Wimbledon and New Addington.

Services towards Wimbledon operate from 05:20 to 00:23 Monday to Saturday with up to eight services per hour.

Services towards New Addington operate from 05:51 to 00:31 with up to eight services per hour. Services to Therapia Lane operate until 01:01.



# LONDON UNDERGROUND **EXAMPLE**

The nearest London Underground stations to The Meadows are at Colliers Wood, South Wimbledon and Morden on the Northern Line, and Wimbledon on the District Line. The best way to get to these stations is by bus or tram

## Northern

Northern Line Services operate towards Central London, the City, Camden, Edgware and High Barnet from:

Colliers Wood Station from Monday to Saturday from 05:17 to 00:05, and from 07:00 to 23:12 on Sundays.

South Wimbledon Station from Monday to Saturday from 05:15 to 00:03, and from 06:58 to 23:10 on Sundays.

Morden Station from Monday to Saturday from 05:12 to 00:01, and from 06:56 to 23:07 on Sundays.

During the day there are trains every 3-5 minutes



Colliers Wood: Bus 152  
South Wimbledon: Bus 152  
Morden: Bus 118



Colliers Wood: Zone 3  
South Wimbledon: Zone 3/4  
Morden: Zone 4



Escalator & stair access only to platforms at all three stations



No cycle parking at these stations but may be available nearby



Transport for London  
Tel: 0843 222 1234  
web: [www.tfl.gov.uk](http://www.tfl.gov.uk)

## District

District Line Services operate from Wimbledon Station towards Edgware Road, The City and Upminster from Monday to Saturday from 05:43 to 00:51, and from 07:00 to 00:02 on Sundays.

During the day there are trains every 3-5 minutes



Wimbledon: Tram from Beddington Lane



Wimbledon: Zone 3



Lift access available on request to all platforms



Cycle parking is available at Wimbledon Station



Transport for London  
Tel: 0843 222 1234  
web: [www.tfl.gov.uk](http://www.tfl.gov.uk)

# OYSTER CARDS



Oyster is a plastic smartcard you can use instead of paper tickets. You can put Travelcards, Bus & Tram season tickets and pay as you go credit on it.

Oyster is the cheapest way to pay for single journeys on bus, Tube, tram, DLR, London Overground and most National Rail services in London.

The nearest Oyster ticket shops to The Meadows include;

- Food & Wine, 75 Sherwood Park Road, Mitcham, Surrey, CR4 1NB
- Shreeji News, 299 Tamworth Lane, Mitcham, Surrey, CR4 1DD
- Food Market, 219 Manor Road, Mitcham, Surrey, CR4 1JH
- Galaxy Foods, 166-168 Chestnut Grove, Mitcham, Surrey, CR4 1RB
- Costcutter, 32 South Lodge Avenue, Mitcham, Surrey, CR4 1LU



Transport for London  
Tel: 0843 222 1234  
[www.tfl.gov.uk/tickets](http://www.tfl.gov.uk/tickets)

# JOURNEY PLANNING

Transport for London's Journey Planner lets you find out the best and quickest way to get from A to B. You can specify whether you want to take a bus, a train, a tram, the tube or just walk or cycle.

For journey planning outside London, try Traveline or Transport Direct.



Transport for London  
Tel: 0843 222 1234  
[www.journeyplanner.tfl.gov.uk](http://www.journeyplanner.tfl.gov.uk)

Transport Direct  
[www.transportdirect.info](http://www.transportdirect.info),

Traveline  
Tel: 0871 200 22 33  
[www.traveline.org.uk](http://www.traveline.org.uk)



## WALKING & CYCLING **EXAMPLE**

Walking and cycling are the most sustainable methods of travel, have a number of proven health benefits and are important sources of personal freedom. Walking is free and important for the vast majority of people, including those using public transport or without access to a car. Walking and cycling both offer predictable and reliable journey times. Furthermore, they do not cause the negative environmental impacts associated with vehicular travel.

Example Walk & Cycle Journey Times from The Meadows



Beddington Lane Tram Stop: 14 minute walk or 3 minute cycle  
Mitcham Town Centre: 20 minute walk or a 6 minute cycle  
Mitcham Junction Station: 23 minute walk or an 8 minute cycle  
Thornton Heath: 31 minute walk or 10 minute cycle



Colliers Wood: 43 minute walk or 14 minute cycle  
Croydon: 20 minute cycle  
Clapham Junction: 35 minute cycle



There are 226 covered secure cycle parking spaces located at various points within the site.



Merton Council's Road Safety Education Team provide cycle training at beginner, refresher and commuter level carried out by experienced and accredited instructors.



Cycle Superhighways offer fast, direct, and safer routes into central London. Cycle superhighway CS7 can be accessed at Merton High Street, just 15 minutes cycle from The Meadows, and runs direct to Clapham, The Oval, Elephant & Castle and the City of London.

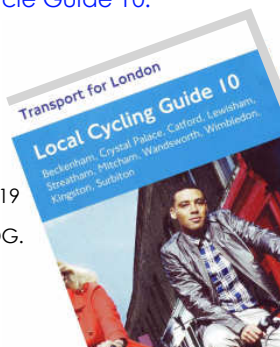


To accompany this Travel Guide you have been supplied with a copy of Transport for London's Local Cycle Guide 10.

Local cycle shops for sales, repairs and servicing include:

- De Ver Cycles, 632 - 634 Streatham High Road, Norbury, London, SW16 3QL. Telephone: 020 8679 6197. [www.devercycles.co.uk](http://www.devercycles.co.uk)
- Moose Cycles, 48 High Street, Colliers Wood, London, SW19 2BY. Telephone: 020 8544 9166. [www.moosecycles.com](http://www.moosecycles.com)
- A W Cycles, 23 Abbey Parade, Merton, London, SW19 1DG. Telephone: 020 8542 2534.

Other local cycle shops can be found at [www.thecyclingexperts.co.uk](http://www.thecyclingexperts.co.uk)



## CAR CLUBS **EXAMPLE**

Owning a car can be a real hassle with repairs, servicing and insurance. What if you could leave all that to somebody else and just walk down the street, climb into a clean, new car that has its own guaranteed parking space, and drive away?

That's what a car club can do for you. All the convenience of a car without the stress of owning one. Just book online or by phone, and you're sorted.



**Car Plus**  
Tel: 0113 234 9299  
[www.carplus.org.uk](http://www.carplus.org.uk)

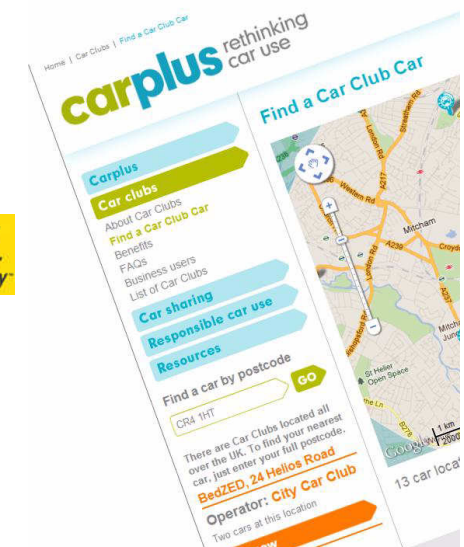
**City Car Club**  
Tel: 0845 330 1234  
[www.citycarclub.co.uk](http://www.citycarclub.co.uk)

**Hertz on Demand**  
Tel: 08708 45 45 45  
[www.hertzondemand.com](http://www.hertzondemand.com)

**Zip Car**  
Tel: 0333 240 9000  
[www.zipcar.co.uk](http://www.zipcar.co.uk)

Car clubs give you greater flexibility, charging only for the time you use the car, not when it is sitting on the drive. You can free up your budget to spend on something more exciting!

Joining a car club, instead of running your own car, is a big step towards taking control of your environmental footprint. In one easy move, you can cut your carbon emissions, cut your contribution to congestion, and if you drive less than 6,000 miles per year, joining a car club could save you up to £3,500 a year.





## CAR SHARING

Car sharing schemes matches you with others wanting to travel in the same direction so you can share the journey and the costs. It allows you to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution.

You can share a car for any journey - getting to work, doing the weekly shop, taking the children to school, going to the match at the weekend, travelling to a festival, event or show, getting to or from university, visiting friends or getting to the airport. You can offer lifts if you have spare seats in your car or look for a lift if you don't have a car.

- Saves you money - sharing a daily commute saves many members over £1000 a year.
- Reduces the number of cars on the roads - resulting in less congestion, less pollution and fewer parking problems
- Provides a real solution to the transport problems of rural areas
- Gives employees and employers more transport options
- Reduces the need for a private car



In London  
[www.londonliftshare.com](http://www.londonliftshare.com)  
 Countrywide  
[www.liftshare.com](http://www.liftshare.com)

## EXAMPLE

## FURTHER INFORMATION

For further information on cycling, London Underground, London Overground and London Bus services, including, timetables, routes, tickets and travel news contact:

Transport for London  
 Tel: 0843 222 1234  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

For information on local rail services contact:

Southern Railway  
 Tel: 08451 27 29 20  
[www.southernrailway.com](http://www.southernrailway.com)

First Capital Connect  
 Tel: 0845 026 4700  
[www.firstcapitalconnect.co.uk](http://www.firstcapitalconnect.co.uk)

National Rail Enquiries on  
 Tel: 08457 48 49 50  
[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

For information on car sharing schemes contact:

London Liftshare  
[www.londonliftshare.com](http://www.londonliftshare.com)

Countrywide Liftshare  
[www.liftshare.com](http://www.liftshare.com)

For journey planning advice contact:

Transport for London  
 Tel: 0843 222 1234  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

Transport Direct  
[www.transportdirect.info](http://www.transportdirect.info),

Traveline  
 Tel: 0871 200 22 33  
[www.traveline.org.uk](http://www.traveline.org.uk)

For information on Car Clubs contact:

Car Plus  
 Tel: 0113 234 9299  
[www.carplus.org.uk](http://www.carplus.org.uk)

City Car Club  
 Tel: 0845 330 1234  
[www.citycarclub.co.uk](http://www.citycarclub.co.uk)

Hertz on Demand  
 Tel: 08708 45 45 45  
[www.hertzondemand.com](http://www.hertzondemand.com)

Zip Car  
 Tel: 0333 240 9000  
[www.zipcar.co.uk](http://www.zipcar.co.uk)

The screenshot shows the London Liftshare website interface. At the top, there's a navigation bar with links like Home, About Us, Cost Calculator, Safety, FAQs, Contact Us, and Register. Below this is a 'Journey details' section with input fields for 'Going from' (Windmill Rd, Merton, Greater London CR4 1, UK) and 'Going to' (United Kingdom). A 'Map of search results' section shows a map of London with 136 journeys marked. A 'List of search results' section shows two results: 'Farai is offering to share their journey. From Middlesex Road, CR4 to Glenburnie Road, SW17.' and 'Abdul is offering to share their journey.' Each result has a 'Find out more' button.



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