



**PLANNING APPLICATION FOR A LIDL FOODSTORE AND
RESIDENTIAL DEVELOPMENT ON LAND AT Nos. 62-74
LEATHERHEAD ROAD, CHESSINGTON**

DRAFT Workplace Travel Plan

Client: LIDL UK GmbH


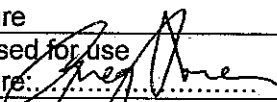
Environmental Services
Business Support
19 DEC 2008

RPS Transport
1st Floor
Cottons Centre
Cottons Lane
London SE1 2QG

Telephone: 020 7939 8000 Facsimile: 020 7939 8098/99

RPS Ref: VP/RS/ST/kd/JLJ0892-02B
P. Insp. Ref:
Borough Council Ref:

Date: 10 December 2008

Author Print: VIMAL PATEL	Author Signature 	Date: 15 December 2008
Authorised for use Print: GREG JONES	Authorised for use Signature: 	Date: 15 December 2008

COPYRIGHT
The contents of this document must not be copied or reproduced in whole or in part without the written consent of RPS.

SECTION 1: INTRODUCTION

a) Background

- 1.1 RPS Transport has been commissioned by Lidl UK GmbH to prepare this Work Place Travel Plan to support the planning application for the proposed Lidl store at 62-74 Leatherhead Road, Chessington, in the Royal Borough of Kingston Upon Thames (RBKUT). This Travel Plan should be read in conjunction with the Transport Assessment (TA) also produced by RPS Transport (ref: JLJ0892-01B) and the Residential Travel Plan (JLJ0892-03B).
- 1.2 The proposed redevelopment will provide:
- Discount food retail store of 1,325.3m² Gross External Floor area (GEA);
 - 12 residential units;
 - 64 car parking spaces, including 12 residential spaces and 6 disabled bays; and
 - 23 cycle parking spaces for retail and residential use.
- 1.3 Following comments by the Royal Borough of Kingston Workplace Travel Plan Assistant, the Travel Plan for the site has been divided into two separate reports. This Travel Plan relates directly to the proposed discount foodstore (Lidl) and another travel plan (ref:JLJ0892-03B) has been produced relating directly to the residential land use.
- 1.4 The proposed development complies with national, regional and local transport policy objectives, as it is located within an area accessible by sustainable modes with numerous supporting facilities within walking and cycling distance. The site is located in close proximity to various local bus services and nearby train facilities.
- 1.5 The site is shown in its local context in Figure 1.

b) Policy Context

1.6 The Travel Plan set out in this document concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes. The policy context for the Travel Plan is summarised below.

- Planning Policy Statement 1: Delivering Sustainable Development (PPS1)
 - places emphasis on sustainability and spatial issues, outlining the key principles that should be applied to ensure that new developments focus on overall sustainability.

- Planning Policy Guidance 13: Transport (PPG13)
 - sets out the requirements for identifying the benefits of implementing travel plans along with the sustainable transport objectives. Such objectives include reducing overall car usage (particularly single occupancy journeys) and the promotion of walking, cycling and public transport as alternatives to the private car. Paragraphs 87-91 which relate to Travel Plans are attached in Appendix A.

- Royal Borough Kingston Upon Thames UDP
 - sets out the importance of locating developments close to local amenities and public transport as a main policy objective. (Royal Borough Kingston Upon Thames UDP, STR13).

1.7 A Travel Plan is a management tool that allows a co-ordinated strategy to bring together transport, residential, business and leisure travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of Central and Local Governments. Travel Plans can encourage:

- reductions in car usage, particularly influencing levels of single-occupancy

car travel, with increased numbers of journeys made by public transport, walking and cycling;

- improved road safety and personal security, particularly for pedestrians and cyclists; and
- more environmentally friendly methods of delivery movements.

1.8 Travel Plans should be evolutionary. The Travel Plan set out in this document will lay the foundations for sustainable travel to and from the site; it will need to be reviewed over time to ensure that it continues to meet the requirements of the commercial uses within the site.

c) **Structure**

1.9 The report is divided into a total of seven sections. The remaining five sections are as follows:

- Section 2 provides the main objectives of the Travel Plan and its scope;
- Section 3 reviews the site's accessibility by non-car modes;
- Section 4 sets the targets for the Travel Plan;
- Section 5 sets the Travel Plan measures;
- Section 6 details the monitoring and review process for the Travel Plan.



SECTION 2: OBJECTIVES

2.1 The principal objective of the Travel Plan is to reduce the number of unnecessary car journeys to and from the development, particularly single occupancy trips, in accordance with local and national policy. This will be achieved by promoting alternative sustainable travel modes where appropriate and increasing general awareness.

2.2 The key objectives of the Travel Plan are to:

- promote more sustainable transport choices for staff and customers travelling to and from the site;
- promote accessibility to the store by walking, cycling and passenger transport;
- reduce the need to travel by car; and
- improve the local area by reducing car travel.

2.3 These objectives accord with the aims of Central and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and successful targets being set.

2.4 By meeting these objectives, the Travel Plan will:

- promote equal opportunities by offering wider travel choices to residents, by demonstrating the site's accessibility to local facilities and services within acceptable walking and cycling distances and the destinations of public transport services;
- help ensure that parking is provided below the maximum parking standards whilst ensuring it does not overspill onto adjacent roads in the vicinity of the site;
- help the local community to prosper and expand by means of enhanced employment opportunities whilst minimising impact on local congestion and pollution;
- improve personal and wider community health by reducing reliance on the

private car;

- reduce air and noise pollution in the local area;
- reduce the impact of traffic in the vicinity of the development;
- benefit public transport in the local area through increased use; and
- generate a sustainable community that has good accessibility to local services and facilities.

2.5 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and customers with a variety of travel choices and reduce the need to travel by car. By meeting the objectives set out above, Lidl UK GmbH, will fulfil its desire to achieve consistency with national, regional and local planning policy and facilitate accessibility by all available modes of travel to the proposed re-development site.



SECTION 3: ACCESSIBILITY BY NON-CAR MODES

a) Introduction

3.1 This section of the Travel Plan considers the existing accessibility of the site by non-car modes. Details of the transport implications of the development on the surrounding area are provided in the Transport Assessment (ref: JLJ0892-01B).

b) Site Audit

3.2 The proposed site layout is provided in Figure 2. This illustrates the proposed access points, external and internal layouts of the proposed Lidl discount foodstore.

3.3 The main pedestrian access to the discount food retail store is via the south eastern side development fronting the A243 Leatherhead Road. The proposed access point has been located to reduce the distance for pedestrians wishing to access the site.

3.4 Footways in excess of 4m are provided along the frontage of the proposed foodstore. In addition a safe pedestrian footway is provided along the perimeter of the foodstore within the car park. Dropped kerbs with tactile paving are provided either side of the site access road crossover to highlight the location of pedestrian crossing points. The site layout has been designed to be pedestrian and cycle friendly.

3.5 The proposed car park serving the foodstore has been designed to ensure vehicles can safely access the car parking spaces. Carriageway markings will be provided for motorists manoeuvring around the car park to minimise conflict with pedestrians and cyclists.

3.6 11-cycle racks are proposed for Lidl foodstore. The cycle stands will be in the form of lockable hops for security, with the cycle parking spaces are located adjacent to the disabled car parking spaces, in the south-eastern corner of the parking forecourt.

c) Walking

- 3.7 Local roads in the area have footways in excess of 2 metres, in compliance with design guidance (DfT Inclusive Mobility, 2002).
- 3.8 A controlled pedestrian crossing exists approximately 30m to the north of the site (immediately north of Ellingham Road).
- 3.9 Dropped kerbs and tactile paving located at the crossing points across neighbouring roads improve pedestrian facilities. In addition tactile paving, barriers and a raised table at the entrance to Ellingham Road from Leatherhead Road provides further opportunities to promote pedestrian use.
- 3.10 The proposed main site access to the retail store has been designed to facilitate pedestrians crossing by reducing the radii and narrowing the crossover width.
- 3.11 Figure 3 illustrates pedestrian isochrones, showing the approximate walking distances from the site for a 5, 10, 15 and 20-minute journey.

d) Cycling

- 3.12 The existing cycle network is shown in Figure 4. The cycle routes provide good links to local amenities, with a variety of purpose built cycle ways and shared paths for both pedestrians and cyclists providing links to a variety of education, employment, leisure and shopping facilities. The development proposals seek to encourage cycling and have therefore provided 11 cycle stands that are located adjacent main pedestrian access to the foodstore.
- 3.13 There are London Cycle Campaign (LCC) advisory routes, defined as quiet roads that are often the easiest route through the city streets, along several minor roads in the vicinity of the site, including Garrison Lane and Merritt Gardens to the south.
- 3.14 Cycling isochrones are shown in Figure 5, revealing the approximate cycling distances from the site for a 5, 10, 15 and 20-minute journey. These assume an average cycling speed of 4m/s, which equates to approximately 1.2km in five



minutes or 14 km per hour.

e) **Bus**

- 3.15 There is a comprehensive level of bus services accessible from the site. The bus services cover an extensive area, providing key links to a large residential catchment area, including Kingston, Dorking and Epsom.
- 3.16 There are numerous bus stops located within the vicinity of the site, the closest immediately opposite the site (south of Ellingham Road) for southbound services and approximately 50m south of the site for northbound services. Bus stops are within an adequate walking distance from the site with the maximum walk time for accessing bus stops defined by Transport for London guidelines as eight minutes or a distance of 640m within London.
- 3.17 The local bus corridors of Leatherhead Road and Bridge Road provide a high level of frequency bus services, as summarised in Table 3.1.

Table 3.1 - Local Bus Services

Service	Route	Frequency (minutes)			
		Mon-Fri	Evening	Saturday	Sunday
K4	Hook - Kingston Hopsital	30	30	30	-
71	Chessington World of Adventures - Kingston	10-12	10-12	7-11	10-14
465	Dorking – Kingston	30	30	30	60
467	Epsom - Hook	60	60	60	-

Source: www.tfl.gov.uk (November 2008)

- 3.18 All these routes are within acceptable walking distance from the site. Average journey times to Kingston are approximately 20 minutes and 5 minutes to Hook.

3.19 Table 3.1 demonstrates that a high degree of accessibility is provided to the site by bus, enabling a wide range of services to be reached without the need to use a car.

f) Rail Services

3.20 Chessington North Station and Chessington South Station are both in close proximity, within a ten-minute walk from the proposed site. Both stations are served by the Southern rail service line from London Waterloo and are within the IHT acceptable walking distance of 800m for a new development to be located from the nearest rail station.

3.21 The service to the nearest rail stations from Chessington South are summarised in Table 3.2 below.

Table 3.2 - Rail Services from Chessington South

Destination	Changes	Duration (mins)	Frequency (trains per hour)		
			AM Peak	Inter Peak	PM Peak
Wimbledon	Direct	17	2	2	2
London Waterloo	Direct	35	2	2	2

Source: Rail Planner 6.11

g) Summary

3.22 This section demonstrates that the site is located within a sustainable location with access to the local transport network, bus and rail services and is within acceptable walking distances to services and facilities. There is a comprehensive cycleway network in the vicinity of site providing links to other bus and overland train services.



- 3.23 There are pedestrian and cycle crossing facilities on the A243 Leatherhead Road, within the immediate vicinity of the site. The provision of pedestrian and cycle crossing facilities in conjunction with the level of public transport provision in the area will encourage future staff and customers to use a variety of modes of transport other than the private car.
- 3.24 The site is in a location, which provides access to a number of modes of travel, providing residents with a real and genuine choice of travel modes, this will encourage sustainability in compliance with national, regional and local policy objectives.

SECTION 4: TARGETS

- 4.1 Individual targets, established to achieve the objectives of the Travel Plan are subject to the information gathered during site assessments and surveys.
- a) **Discount Food Store (Lidl) Targets**
- 4.2 Information will be provided on the availability of non-car based travel initiatives and are available to customers to encourage use. The primary aim of the retail travel plans is aimed at staff travel.
- 4.3 A staff travel survey will be performed before the Lidl store is opened, asking new employees for both the Lidl store about their:
- mode of travel to the place of work;
 - reasons for driving, if applicable;
 - reasons for not using public transport and other modes, if applicable;
 - estimates of public transport journey times and costs; and
 - staff profile, including age, gender etc.
- 4.4 Once the baseline modal share has been assessed, specific targets will be assigned and timeframes agreed for reaching these targets. All targets and agreements to review periods set will be agreed with the Local Authority.
- 4.5 The site is located in an accessible area; situated close to a large residential area and served by regular bus services. The site is also easily accessible on foot and by bicycle so it should be possible for most staff to travel to work sustainably.
- 4.6 Freight and delivery vehicles will be organised so to reduce the number of trips required and due to the limited control over modes of travel used by the store's customers, targets will not be set specifically for customers. Travel Plan measures will however include measures for the benefit of customers as well as staff.



b) Uniformity

- 4.7 All data to be collected will be in accordance with Local Authority standards, to ensure the Travel Plan is being accurately monitored and that targets are being met.
- 4.8 The survey data should be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed site.
- 4.9 Once the baseline modal share and trips has been assessed, specific targets will be assigned for each use and timeframes agreed for reaching these targets. All targets and agreements to review periods set will be agreed with the Local Authority where feasible.



SECTION 5: TRAVEL PLAN INITIATIVES

5.1 In the context of this development, the work place Travel Plan will be orientated towards influencing travel behaviour of staff and customer journeys and will seek to advise these groups of the benefits of using alternative transport modes, promoting their use and discouraging the use of the car.

a) **Administering the Travel Plan**

5.2 A Travel Plan Co-ordinator from the management team at Lidl will be appointed to administer the Travel Plan. The Travel Plan Co-ordinator will be responsible for the implementation, administration and monitoring of the Travel Plan. The Travel Plan Co-ordinator details will be submitted to the Royal Borough of Kingston Upon Thames, and likewise, the Co-ordinator will be advised of the relevant contact personnel at the Royal Borough of Kingston Upon Thames so that regular dialogue can be established. The Travel Plan Co-ordinator will also join the Kingston Travel Plan Network to discuss and share travel plan issues with other Travel Plan Co-ordinators in the area.

5.3 The co-ordinators will be the first point of contact for staff and customers. They will establish and maintain a database containing all correspondence to and from staff and customers relating to the Travel Plan.

5.4 The greatest opportunity to influence existing travel patterns to the site lies with the staff since these are the easiest to monitor and manage. Staff will be made aware of the Travel Plan when they commence work at the store, this will include an explanation of the details of the Plan, its objectives and the roles of individuals in achieving its aims. Staff will also be informed of the contact details for their Travel Plan Co-ordinator. The co-ordinator will where necessary:

- Be the main Travel Plan / Transport contact for staff;
- Provide a principal point of contact for the Local Authority;
- Liaise with the Local Authority;



- Keep up-to-date information on transport choices for display in communal areas e.g. timetables, cycle plans, www.sharethecar.org information;
- Monitor staff travel patterns on a regular basis ensuring initiatives adopted are meeting requirements;
- Provide a starter pack for new staff detailing the local transport and walking / cycling routes to work; and
- Promote the health and environmental benefits of non-car use.

5.5 The Co-ordinator will be the first point of contact for staff and customers for all matters regarding travel to and from the site.

b) Promotion of Walking

5.6 Promotional leaflets provided by the Royal Borough of Kingston Upon Thames should be supplied to staff informing them of the associated health benefits of walking, and the location of safe walking routes with indicative walking distances and times shown. These safe-routes would be direct routes to the site, offering a well lit, well maintained, and clearly signed route that also takes into account the location and availability of pedestrian crossing facilities.

c) Promotion of Cycling

5.7 The promotion of cycling as an alternative mode will be made to all staff, but cycling is only a realistic option of travel for those living close to the site. The merits of cycling to work can be actively promoted to the residents that live within 5km of their work.

5.8 Staff will be made aware of free cycle training courses available from the Royal Borough of Kingston Upon Thames.

5.9 Displays and publicity material highlighting the most suitable, safe, and comfortable cycle routes, with road crossing facilities and likely journey times highlighted should be produced and made available to staff and customers.

5.10 Safe and secure cycle parking facilities would be provided adjacent to the proposed disabled spaces within the development so as to offer ease of access to/from the site and encourage sustainability.

d) Promotion of Public Transport

5.11 The publicity, marketing, and promotion of the public transport services will inform residents as to the benefits of travelling by bus. Bus timetable information and locations of bus stops should also be provided in the publicity material.

5.12 The Travel Plan Co-ordinator will ensure that staff and customers are aware of bus routes and train timetables for public transport services operating in the vicinity of the site, with residents being provided with an information pack including these timetables. Bus and train timetables are free from all stations.

5.13 This marketing material could be displayed on a notice board located in communal areas, such as behind the tills or by the store entrance.

e) Traffic Management

5.14 Car sharing is an effective method of reducing peak-hour congestion and car parking stress, and should therefore be encouraged. The Travel Plan Co-ordinator should provide promotional leaflets to staff to advertise the www.sharethecar.org car sharing scheme.

f) Timetable

5.15 The following schedule suggests an approximate timetable for implementing the Travel Plan initiatives.

5.16 A Travel Plan Co-ordinator will be appointed for the discount food store. At pre-construction stage their main tasks will be to:

- Encourage local recruitment to help create a sustainable community and take advantage of the development's location;



- Prepare marketing material; and
- Ensure that TP measures are in place from the outset.

5.17 Once staff start working at the store, the Co-ordinator will be in place. The Co-ordinator's tasks at this stage will be:

- Provide a welcome pack to staff including public transport information, location of key services and facilities within walking and cycling distance, local information packs, and information and cycle parking provision on site and in the local area;
- Collate travel details regarding staff at the site (e.g. where they work/ car they travel to work by non-car modes);
- Publicise and monitor use of the secure staff cycle parking area to see if more spaces are required
- Provide designated car sharing spaces and publicise www.liftshare.com and www.sharethecar.org;
- Participate in Kingston's Local Travel Plan Network; and
- Display public transport and cycle route information in communal areas

5.18 On an annual basis thereafter:

- The Travel Plan Co-ordinator would update the staff travel details;
- The Travel Plan Co-ordinator would contact the local authority Travel Plans officer as appropriate for travel information updates; and
- The Travel Plan Co-ordinator will regularly seek to raise awareness of the Travel Plan and its importance.

SECTION 6: MONITORING AND REVIEW

6.1 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring will be required. The objective of the monitoring process is to regularly assess the staff travel patterns to work, and identify when/if the plan, or elements of the plan strategy, are not working and may need to be changed.

6.2 Table 6.1 suggests a timetable for implementing the Travel Plan's administrative actions and activities.

Table 6.1: Travel Plan Timetable

	ADMINISTRATIVE	ACTIVITY
PRIOR TO OCCUPATION	<ul style="list-style-type: none"> ▪ Appoint a Travel Plan Coordinator ▪ Ensure Travel Plan measures are in place from the outset ▪ Prepare marketing material - including public transport information, location of key services and facilities within walking and cycling distance, local information packs, and information and cycle parking provision on site and in the local area ▪ Display public transport and cycle route information 	<ul style="list-style-type: none"> ▪ Liaise with sales team about the Travel Plan to make it a marketing point for the development
AFTER OCCUPATION	<ul style="list-style-type: none"> ▪ Collate details on travel behaviour of the staff 	
ON-GOING	<ul style="list-style-type: none"> ▪ Update the staff database ▪ Liaise with the local authority travel plan officer as appropriate for travel information updates 	<ul style="list-style-type: none"> ▪ Consistently raise awareness of the Travel Plan and its importance ▪ Provide a Travel Plan information pack for new staff
MONITORING	<ul style="list-style-type: none"> ▪ Regular assessment of residential travel patterns to work 	

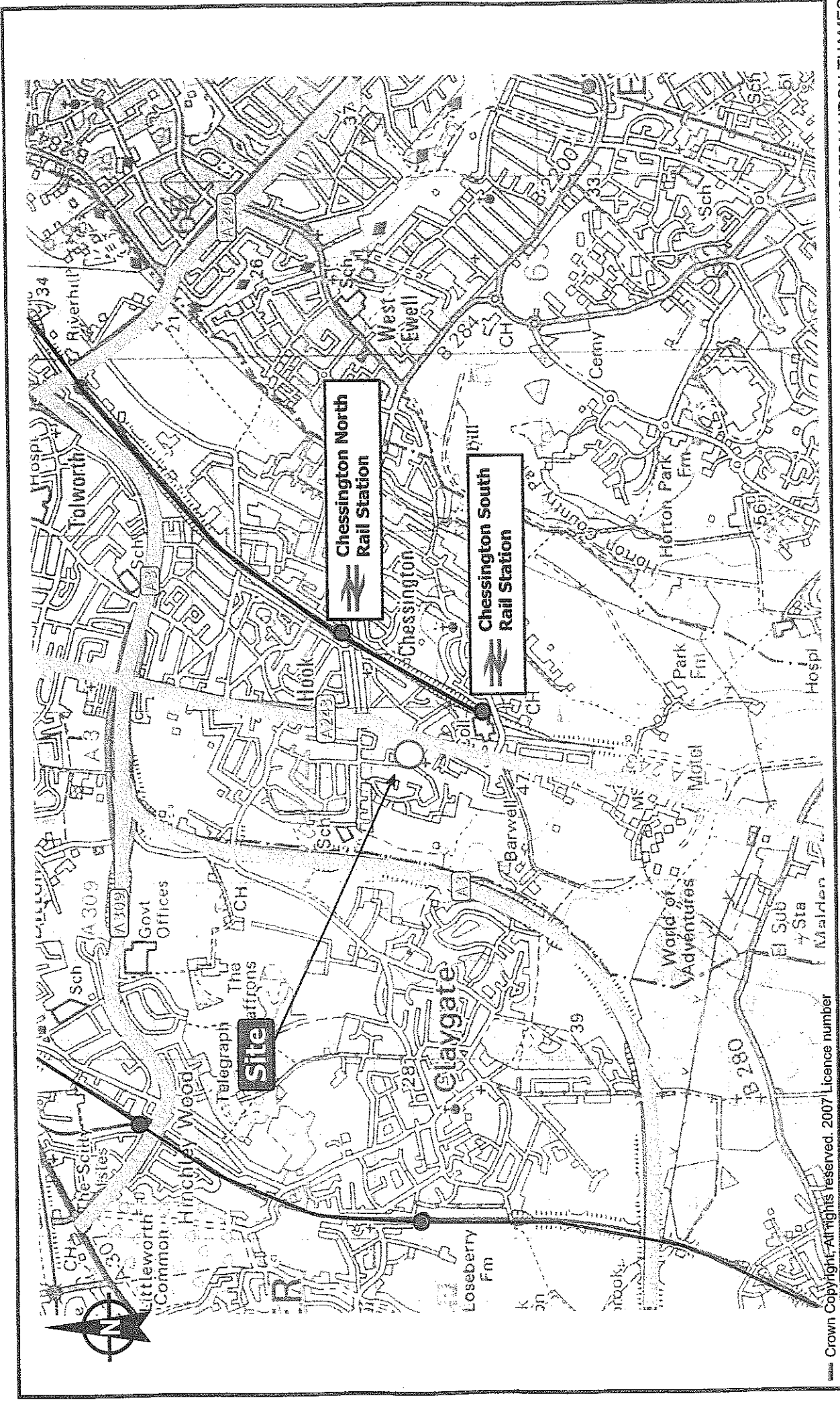
6.3 To gather baseline data from which targets can be set a staff travel survey will be performed prior to the expiry of 12 months of development opening. The results will



then be submitted to the Royal Borough of Kingston Upon Thames. The survey will then be repeated on a regular cycle of 1 year after occupancy.

- 6.4 Targets will be specific to the results of the surveys e.g. reducing single occupancy car journeys to work if required.
- 6.5 All data to be collected will be in accordance with Local Authority standards, to guarantee the Travel Plan is being accurately monitored and that targets are being met.
- 6.6 If targets are not being met for the development, the Travel Plan Co-ordinators will liaise with the Royal Borough of Kingston Upon Thames to investigate possible mitigation measures.
- 6.7 The specific targets will be dependent on the results of the survey, for example, to reduce single occupancy car journeys for example.

FIGURES



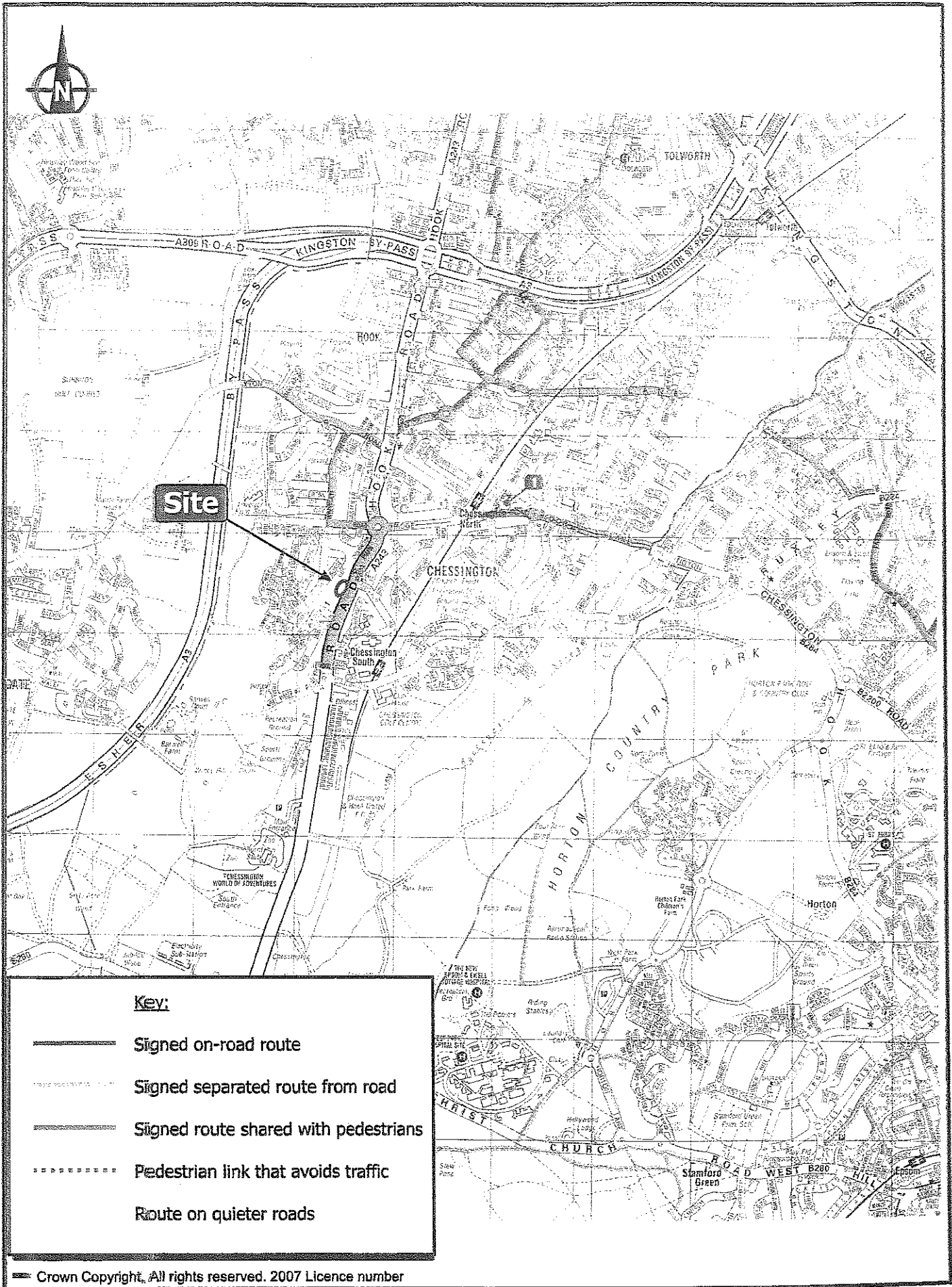
© Crown Copyright. All rights reserved. 2007 Licence number

2007-08-21 ST/ JL 0892-01


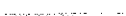





LIDL, CHESSINGTON, KINGSTON UPON THAMES
 Site Location Plan
 Figure 1





Key:

-  Signed on-road route
-  Signed separated route from road
-  Signed route shared with pedestrians
-  Pedestrian link that avoids traffic
-  Route on quieter roads

— Crown Copyright. All rights reserved. 2007 Licence number

2007-07-05 ST/3L0892-04

LIDL, CHESSINGTON, LONDON BOROUGH OF KINGSTON UPON UPON THAMES



Cycle Network

Figure 4

