
# RINGERS ROAD, BROMLEY

## FRAMEWORK RESIDENTIAL TRAVEL PLAN

**05 May 2023**

EVOKE

# RINGERS ROAD, BROMLEY

## FRAMEWORK RESIDENTIAL TRAVEL PLAN

| PROJECT DETAILS | |
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# 1. Introduction

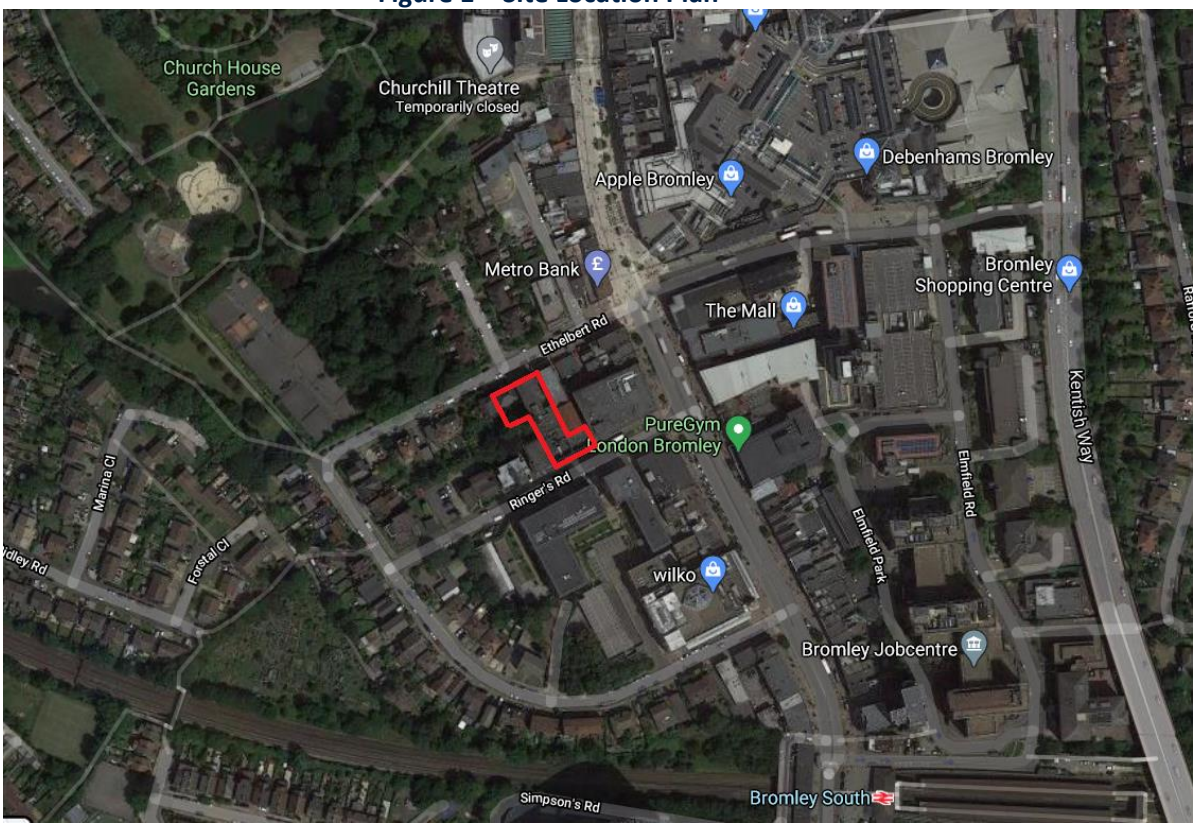
## 1.1. Context

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Ringers Road Properties Ltd to produce a Framework Residential Travel Plan to support a planning application for the demolition of existing buildings and construction of a mixed use development comprising residential units, ancillary residents' facilities (including co-working space) and commercial floor space (Use Class E) across two blocks, along with associated hard and soft landscaping, amenity spaces, cycle and refuse storage. The local planning authority (LPA) and local highway authority (LHA) are the London Borough of Bromley (LBB).

## 1.2. Existing Site

1.2.1. The site is located at 2-4 Ringers Road, Bromley and is bordered to the north by Ethelbert Road, to the east by the Salvation Army Church and 64 The High Street, to the south by Ringers Road and to the west by Simpsons Place and residential properties off Ethelbert Road. The site location is shown in Figure 1 below.

**Figure 1 – Site Location Plan**




## 1.3. Proposed Development

1.3.1. The proposed redevelopment seek the demolition of the existing buildings and construction of two new buildings which will provide a combined total of 94 residential units. Block A will comprise a 14-storey building fronting Ringers Road which will contain 45 residential units with Block B comprising a 12-storey building fronting Ethelbert Road which will contain 49 residential units. A breakdown of the unit types proposed has been provided below:

Block A:

- 37 x one-bedroom apartments;
- 8 x two-bedroom apartments;

Block B:

- 13 x one-bedroom apartments;
- 36 x two-bedroom apartments.

1.3.2. In addition to this 97sqm of flexible use class E space will be provided in Block A at basement and ground floor level and 413 sqm of flexible use class E space will be provided in Block B at basement, ground and first floor level.

1.3.3. Drawings of the proposed site layout and plans of the buildings are attached at **Appendix A**. With the exception of the disabled car parking space and accessible car club space which will be provided along the site frontage on Ethelbert Road, the proposals will be car-free as such no vehicle accesses to the site will be provided.

1.3.4. To encourage the uptake of active travel from the outset, high quality public realm will be provided, integrating the site to any future Churchill Quarter proposals for access to and from Bromley High Street. High quality cycle parking will also be provided from the outset, in accordance with the London Plan and London Cycling Design Guidance, further reducing any barriers to cycling for future residents.

## 1.4. Scope of Travel Plan

1.4.1. This TP has been prepared alongside the Transport Assessment (TA) for the planning application for the residential element of the site. The implementation of measures set out within this Travel Plan and the targets within it will assist in promoting and encouraging the uptake of sustainable travel modes by future residential site users with a particular focus on active travel.

1.4.2. It is of note that this TP is an evolutionary document and forms the starting point for the Travel Plan process at the Ringers Road development. This Travel Plan will be revised following a survey of baseline travel habits undertaken upon occupation of all units. This will ensure that travel patterns have been set by residents and a representative sample will be achieved. At this time, the travel characteristics of the residents can be more readily determined and the Travel Plan can be refined as necessary to influence the travel habits of future occupants.

1.4.3. In this way, the Travel Plan process can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this Travel Plan is a starting point for the travel plan process and that the Travel Plan in operation should be reviewed and updated on a biennial basis.

## 1.5. Report Structure

1.5.1. Following this introduction, the TP is structured as follows

- **Section 3:** Site Context – describing the baseline conditions of the Site;
- **Section 4:** Proposed Development – outlines the proposed development and access strategy for all modes of travel;
- **Section 5:** Aims and Objectives – describes the aims and objectives of the TP;
- **Section 6:** Travel Plan Measures – outlines the site-wide measures that will be put in place;
- **Section 7:** Travel Plan Implementation and Monitoring – describes the implementation of the Travel Plan site-wide monitoring plan;
- **Section 8:** Action Plan – sets out the action plan
- **Section 9:** Summary – Summarises the key aims, measures and objectives within this TP.

# 2. Site Context

## 2.1. Introduction

2.1.1. This section of the FTP describes the existing transport and highways conditions at the site and in the immediate surrounding areas, with a particular focus on the availability of sustainable transport opportunities.

## 2.2. Site Location and Existing Use

2.2.1. The site is located at 2-4 Ringers Road, Bromley and is bordered to the north by Ethelbert Road, to the east by the Salvation Army Church and 64 The High Street, to the south by Ringers Road and to the west by Simpsons Place and residential properties off Ethelbert Road.

2.2.2. The southern section of the site is currently in use as a restaurant / bar (Smoque) which provides 150 covers, while the northern aspect of the site provides 6 studio apartments together with 185sqm of D2 uses which was previously occupied by Double K boxing gym but has more recently been used as a photography studio.

2.2.3. Access to the site is taken from both the north and the south along Ethelbert Road and Ringers Road, respectively. Along Ethelbert Road, there is a pedestrian access at ground floor level as well as a vehicular access into a servicing yard. Along Ringers Road, there is no vehicular access, but there are two pedestrian accesses along the site frontage. A coach bay is located outside the site frontage along Ringers Road.

2.2.4. The site forms part of Site 10 within the Bromley Local Plan which is allocated for redevelopment to provide circa 1,230 residential units along with offices, retail uses and a transport interchange at Bromley South Railway Station. The site is classed in the masterplan as Phase 2a and the frontage on Ringers Road is classed as an area to provide a taller building (13-15 storeys) marking the top of the High Street.

## 2.3. Pedestrian Network

2.3.1. To enable an assessment of the viability of walking between the site and key destinations in the local area, it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances. As detailed above, the site is located within Bromley Town Centre, therefore the proximity to a wide range of facilities and the associated routes have been analysed.

2.3.2. The IHT's guidance, Guidelines for Providing for Journeys on Foot (2000) states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to facilities and local services is circa 2km. The distances for various land uses, are summarised in Table 1.

**Table 1 – IHT's Acceptable Walking Distances**

| Definition | Town Centres | Commuting / School | Elsewhere |
|---|---|---|---|
| Desirable | 200m | 500m | 400m |
| Acceptable | 400m | 1,000m | 800m |
| Preferred Maximum | 800m | 2,000m | 1,200m |

2.3.3. Footways measuring approximately 2.0m in width are provided on either side of the carriageway along Ethelbert Road and they are also provided with street lighting. Lit footways measuring 2.0-2.4m in width are also provided along either side of the carriageway on Ringers Road. The footways on Ethelbert Road and Ringers Road are outlined below in Figure 2.

**Figure 2 – Ethelbert Road and Ringers Road Footways**


2.3.4. A public footpath (Figure 3) is located to the southwest of the site and provides a route from Ravensbourne Road southwest, over the footbridge that crosses the railway line past St Mark's C of E Primary School and down to Winchester Road.

**Figure 3 – Footpath Connection**

2.3.5. A network of pedestrian footpaths are provided throughout Bromley Park which provide connections north to Glassmill Lane and the High Street.

2.3.6. To the east of the site, wide footways measuring 5.0m in width are provided along either side of the carriageway along the High Street. Formal signalised pedestrian crossings are provided at the junction with Elmfield Road and just north of the junction with Ravensbourne Road in the form of pelican crossings that facilitate the safe movement of pedestrians across the carriageway.

2.3.7. To the north of Ethelbert Road and Elmfield Road, High Street becomes pedestrian-only (Figure 4), routing north until it joins the A222 Market Square. Cyclists must dismount whilst using the pedestrianised area. High Street provides access to a wide range of shops, facilities and services and the car-free nature of this street makes it a safe place for people to walk and shop.

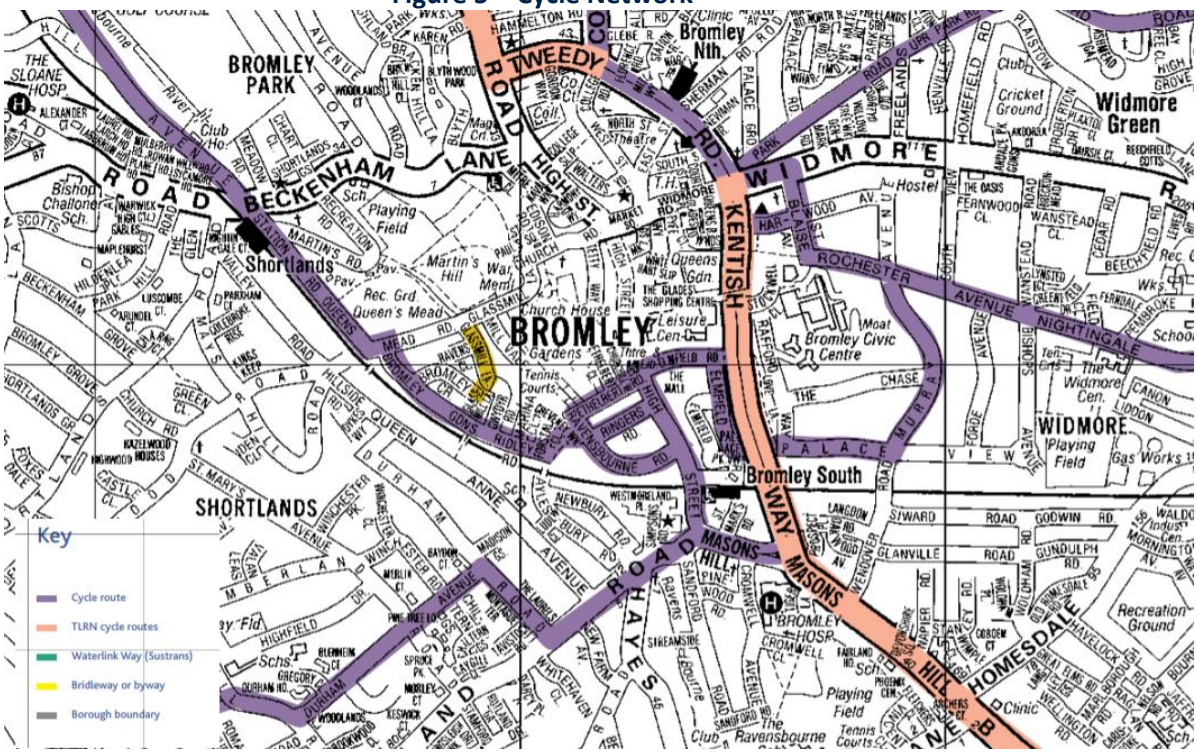
**Figure 4 – Bromley High Street**

2.3.8. The site is well connected by good pedestrian routes and facilities. Legible London signs are provided throughout Bromley Town Centre which assist pedestrians with getting around and signposting key destinations. Further to this, the number of retail stores, services and public transport connections that can be reached within a reasonable walking distance ensure that walking is a viable mode to and from the site for potential residents and can readily form part of a multi-modal trip.

## 2.4. Cycle Network

2.4.1. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to three miles (4.8km) for regular journeys in urban areas and five miles (8.0km) for commuting journeys (source: LTN2\08, Cycle Infrastructure Design). LBB have produced a map outlining cycle routes within the borough, this has been reproduced in Figure 5 below.

**Figure 5 – Cycle Network**




*Source: London Borough of Bromley*

2.4.2. Figure 5 demonstrates that the site is well-connected in terms of cycle routes and cycle infrastructure. On-road cycle routes run along Ethelbert Road, Ringers Road, Ravensbourne Road and High Street to the east and south of the site, providing cycle links to Bromley South Station. Along High Street, the eastern side of the carriageway that routes south provides a bus lane outside its junction with Ringers Road that also permits cyclists to cycle in.

2.4.3. Further east of the site, Kentish Way makes up part of the TLRN Cycle Network and provides shared cycle/footways along wither side of the carriageway that provides a safe off-road route for cyclists. This route provides a connection north to Bromley North Station.

2.4.4. Cycle parking is provided at strategic points throughout Bromley Town Centre, at Bromley South Station and at Bromley North Station. It is considered that the site already benefits from good cycle connections to an array of services and amenities, ensuring that the opportunities for future residents to travel via sustainable modes of transport will be maximised.

## 2.5. Public Transport

Public Transport Accessibility

2.5.1. Public Transport Accessibility Levels (PTALs) are a measure of accessibility from a point of interest at a side to the local public transport network. The measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local public transport services.

2.5.2. A PTAL rating is defined by a score of 1a to 6b. A rating of 1a ('Very Poor') is the lowest level obtainable, whilst 6b ('Excellent') is the highest level achievable.

2.5.3. The site's PTAL rating has been calculated using TfL's WebCAT tool, displaying that the site has a PTAL rating of 6b with the southern extent of the site falling within the 6a category, which demonstrates an excellent level of accessibility to public transport services within the vicinity of the site. Figure 6 below shows the PTAL map.

**Figure 6 – PTAL Map**


*Source: TfL WebCAT*

2.5.4. The PTAL score does not take into consideration the location of site adjacent to excellent walking and cycling links or its proximity to a number of services and amenities in Bromley Town Centre. A range of key destinations can be accessed by a number of travel modes providing potential site users with a real and genuine choice of travel modes without needing to rely on the private car.

Bus

2.5.5. PTAL guidance considers that people are willing to walk up to eight minutes in order to access bus stop infrastructure. It also assumes that, on average, pedestrians will walk at a speed of 4.8 kilometres per hour (3 miles per hour) whilst travelling to a bus stop. This equates to a walking speed of 80 metres per minute. Thus, TfL consider that bus stops within 640 metres of a development (80 metres x 8 minutes) are considered to be accessible.

2.5.6. The closest bus stop to the site is located along Ringers Road (Stop C) on the northern side of the carriageway and are accessible with a 60m walk northeast of the site. The bus stop is provided with a bus flag and timetable information and is outlined below in Figure 7.

**Figure 7 – Ringers Road Bus Stop**

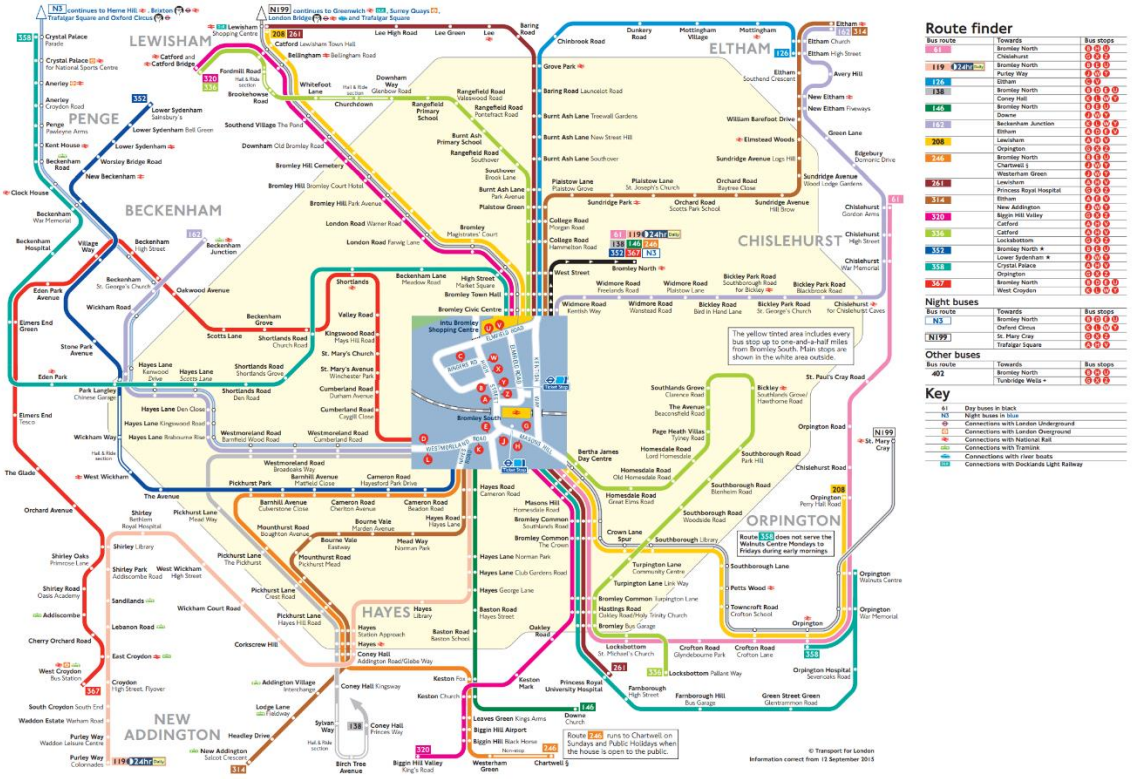

2.5.7. Additional bus stops are located along High Street (Bromley High Street / The Mall W and X) and at Bromley South Station that are provided with seating, shelters and timetable information and are all accessible within a 260m walk from the site. Table 2 outlines the frequency of the services available from the stops along Ringers Road, High Street and by Bromley South Station whilst the TfL bus spider map is shown in **Figure** 8.

**Table 2 – Bus Frequencies**

| No. | Route | Weekday Frequency | | | Weekend Frequency | |
|---|---|---|---|---|---|---|
| | | Frequency | First Bus | Last Bus | Saturday | Sunday |
| 61 | Bromley North– Chislehurst / Gordon Arms | 16 mins | 05:12 | 00:04 | 15 mins | 20 mins |
| 119 | Bromley North– The Colonnades / Croydon Airport | 10-14 mins | 00:02 | 23:47 | 10-12 mins | 15 mins |
| 126 | Ringers Road – Eltham High Street / Foots Cray Rd | 6-11 mins | 05:25 | 23:55 | 8-11 mins | 20 mins |
| 138 | Bromley North – Chestnut Avenue | 20 mins | 05:32 | 00:22 | 20 mins | 30 mins |
| 146 | Bromley North – Downe Church | Hourly | 07:30 | 23:56 | Hourly | Hourly |
| 162 | Beckenham Jct. / Rectory Road – Eltham Bus Station | 15 mins | 05:40 | 00:35 | 15 mins | 20 mins |
| 208 | Lewisham Station – Orpington / Perry Hall Road | 10-13 mins | 05:34 | 01:11 | 11-13 mins | 15 mins |
| 261 | Lewisham Station – Princess Royal Hospital | 10-13 mins | 05:28 | 01:31 | 11-13 mins | 15 mins |
| 314 | Eltham Bus Station – Salcot Crescent | 11-13 mins | 05:52 | 00:49 | 11-13 mins | 30 mins |
| 320 | Biggin Hill Valley – Catford Bridge Station | 9-12 mins | 05:39 | 23:54 | 11-14 mins | 20 mins |
| 336 | Thomas Lane – Locksbottom / Pallant Way | 15 mins | 06:03 | 00:37 | 15 mins | 20 mins |
| 352 | Bromley North Station – Bell Green / Sainsbury's | 20 mins | 05:53 | 00:02 | 20 mins | 30 mins |
| 358 | Orpington Bus Station – Crystal Palace Parade | 9-13 mins | 04:41 | 01:00 | 11-14 mins | 19-20 mins |
| 367 | Bromley North Station – West Croydon Bus Station | 20 mins | 05:32 | 00:12 | 20 mins | 30 mins |
| 638 | Addington Rd / Glebe Way – Kemnal Tech College | 12 services | 07:27 | 16:44 | No Service | No Service |
| N3 | Bromley North– Margaret Street / Oxford Circus | 30 mins | 23:47 | 05:17 | 20 mins | 30 mins |
| N199 | St Mary Cray Station – Trafalgar Sq. / Charing Cross | 30 mins | 00:37 | 04:07 | 20 mins | 30 mins |

*Source: TfL, accessed July 2021*

**Figure 8 – Bromley South Bus Routes**




*Source: National Rail*

2.5.8. All these routes are accessible within acceptable walking distance from the site, based on the IHT guidance and provide access to a variety of areas. All TfL bus routes are served by low-floor vehicles with dedicated wheelchair space and access ramps. The buses are accessible with wheelchair spaces and priority seats available on all vehicles. Drivers will also pull in close to the kerb at stops to reduce the gap, lower the bus to reduce the step up and deploy the wheelchair ramps where necessary.

2.5.9. The level and frequency of bus services available within the vicinity of the site to a range of locations allows bus travel to and from the site to be able to readily form part of a multi-modal journey for residents and visitors.

Rail

2.5.10. The PTAL calculation takes account of all railway stations within 960 metres. Bromley South Station is located approximately 270m southeast of the site and is accessible within a four-minute walk or a three-minute cycle. Services from this station run to a number of destinations including London Victoria, London Blackfriars, Sevenoaks, Orpington, Ramsgate, Gillingham (Kent) and Ashford International. Bromley South Station is managed by South Eastern and underwent upgrades in 2011 meaning that the station now provides step free access to all platforms via lifts and ramps are provided for boarding trains. A total of 107 cycle parking spaces are provided outside the station to the right-hand side of the building.

2.5.11. Additionally, Bromley North Station is situated approximately 800m northeast of the site and is accessible within a 10-minute walk or a four-minute cycle. Bromley North Station is also managed by South Eastern and provides step free access to all platforms via lifts and ramps are provided for boarding trains. The station provides a total of 10 cycle parking spaces at the station concourse. Services from this station run to Grove Park.

## 2.6. Access to Key Services

2.6.1. In transport planning terms, the most sustainable sites are those generating the lowest number of private vehicle trips, which would be achieved by enabling a greater proportion of walking, cycling and public transport journeys.

2.6.2. As aforementioned, the IHT's 'Guidelines for Providing Journeys on Foot' (2000) provides guidance when considering accessibility of specific locations by foot. The IHT suggests an average walking speed of 4.8km/h, or 5 minutes for every 400m. The 'maximum' distances represent a walk of 10 minutes (town centres), 25 minutes (work / education / leisure) and 15 minutes elsewhere.

2.6.3. A range of services, facilities and amenities are located within the 'preferred maximum' walking distance from the site recommended by IHT. Table 3 provides a summary of nearby local amenities, their distance from the site and their associated walking and cycling times. It should be of note that the amenities outlined in Table 3 does not provide an exhaustive list of all facilities available within the vicinity of the site.

**Table 3 – Local Amenities**

| | Location | Distance (m) | Journey Times (minutes) | |
|---|---|---|---|---|
| | | | Walk | Cycle |
| **EDUCATION / EMPLOYMENT** | | | | |
| **Primary School:** | St Mark's C of E | 400 | 5 | 2 |
| **Secondary School:** | Ravensbourne School | 1,100 | 14 | 4 |
| **College:** | London South East Colleges | 2,400 | 30 | 10 |
| **Business:** | Bromley Town Centre | 150 | 2 | 1 |
| | Bromley Civic Centre | 510 | 7 | 2 |
| | Regus, Elmfield Park | 300 | 4 | 1 |
| **HEALTH & COMMUNITY** | | | | |
| **Hospital:** | The Sloane Hospital | 1,700 | 21 | 6 |
| | Princess Royal Hospital | 5,400 | 67 | 20 |
| **Doctors:** | Dysart Surgery | 260 | 3 | 1 |
| **Dentist:** | Bromley Dental Studio | 600 | 8 | 2 |
| **Pharmacy:** | Boots, High Street | 150 | 2 | 1 |
| **Library:** | Bromley Central Library | 270 | 3 | 1 |
| **SHOPPING/RETAIL** | | | | |
| **Post Office:** | Bromley Post Office | 350 | 4 | 1 |
| **Convenience Store:** | Sainsbury's Local | 160 | 2 | 1 |
| **Shopping Centre:** | The Mall | 110 | 1 | 1 |
| | The Glades | 160 | 2 | 1 |
| **Supermarket:** | Waitrose | 550 | 7 | 2 |
| **Town Centre:** | High Street | 250 | 3 | 1 |
| **LEISURE** | | | | |
| **Cinema:** | Vue Cinema | 600 | 8 | 2 |
| **Leisure Centre:** | Pavilion | 550 | 7 | 2 |
| **Hotel:** | Travelodge London Bromley Town Centre | 240 | 3 | 1 |
| **Gym:** | Pure Gym | 100 | 1 | 1 |
| **Public House:** | The Richmal Crompton | 350 | 4 | 1 |
| **EXISTING PUBLIC OPEN SPACES** | | | | |
| **Recreation Ground:** | Queensmead Recreation Ground | 700 | 9 | 3 |
| | Bromley Park | 185 | 2 | 1 |
| **TRANSPORT** | | | | |
| **Bus Stop:** | Ringer's Road (Stop C) | 42 | 1 | 1 |
| **Car Club:** | Elmfield Park | 320 | 4 | 1 |
| **Season Ticket Car Park:** | The Mall | 110 | 1 | 1 |
| **Railway Station:** | Bromley South | 270 | 3 | 1 |
| | Bromley North | 800 | 10 | 3 |

2.6.4. It is evident from Table 3 that there are a wide range of facilities such as education, employment, retail, health and leisure uses close to the site, the majority of which are within a reasonable two kilometre walking or five kilometre cycling distance. On that basis, it is clear that the location of the site is exceptionally well placed to maximise the number of shorter distance trips that can be undertaken by alternative methods of travel to the car.

2.6.5. Notably the only two amenities within Table 3 that exceed a two kilometres walking distance are London South East Colleges at Rookery Lane and Princess Royal University Hospital at Farnborough

Common. Both are accessible via the 261 and 358 bus services which provide direct bus services to both within 11 minutes.

## 2.7. Car Clubs

2.7.1. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle the challenges of climate change and congestion. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour or longer periods. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.

2.7.2. Car clubs present a cost-efficient way for residents to have the benefits of a car without the need for always travelling by one. Not only does this provide a mode of transport for residents to travel to and from work but car clubs provide a viable option for short trips whereby residents can use a car club for leisure trips or to transport heavy items for example.

2.7.3. The nearest existing car club is Enterprise Car Club (www.enterprisecarclub.co.uk) which has three dedicated car club vehicles within 1.0km of the site:

- 2 Elmfield Park – Toyota Yaris – 320m;
- 3 Sherman Road – Hyundai Ioniq - 840m; and
- 23 Station Road – Vauxhall Corsa - 840m.

2.7.4. An additional two car club bays are planned to be provided along Churchill Way as part of the potential Churchill Quarter redevelopment and one of these spaces will be provided in the form of an accessible car club bay.

## 2.8. Local Highway Network

2.8.1. Ethelbert Road lies to the north of the south and connects High Street to Ravensbourne Road. It is a single carriageway road subject to 20mph speed limit restriction and is a one-way street facilitating the movement of traffic southwest from the High Street towards Ravensbourne Road. The carriageway measures approximately 8.5m in width and has parking bays line both sides of the carriageway.

2.8.2. Along the northern border of the site, Ethelbert Road is lined with single yellow lines restricting parking outside the site.

2.8.3. Ringers Road borders the site to the south and provides a one-way route from Ravensbourne Road northeast towards High Street. It is a single carriageway road that is subject to 20mph speed limit restrictions and coach parking bays line the northern side of the carriageway directly to the south of the site. The carriageway measures approximately 7.8m in width. Notably the coach bays were occupied by cars during the site visit as outlined in Figure 9 below.

**Figure 9 – Ringers Road Coach Bay**


2.8.4. High Street runs north to south and is located to the east of the site. It is a dual carriageway road with a paved central reservation. The western side of the carriageway consists of a single lane routing northbound and measures approximately 3.6m in width. A taxi rank, able to accommodate circa 11 taxis, is located on the western side of the carriageway, north of its junction with Ringers Road and to the south of Ethelbert Road as shown in Figure 10.

**Figure 10 – High Street Taxi Rank**


2.8.5. The eastern side of the carriageway consists of two lanes routing southbound, one of which is a bus lane that routes approximately 38m south of Ethelbert Road. This lane then becomes open to all traffic and south of its junction with Ravensbourne Road, bus stops line both sides of the carriageway of High Street.

2.8.6. Ravensbourne Road routes southeast from the western extent of Ethelbert Road, past Ringers Road, and routes eastwards to connect to High Street. Between Ethelbert Road and Ringers Road it is a one-way road permitting traffic to travel southbound towards Ringers Road. Between Ringers Road and High Street the one way flow of traffic also routes towards Ringers Road, westbound from the High Street.

2.8.7. Churchill Way lies to the northeast of the site, branching north from Ethelbert Road, and provides vehicle access to the rear of a number of retail units along High Street. The carriageway measures approximately 5.5m in width and provides a motorcycle bay and four car parking bays along the

western side of the carriageway. When leaving Churchill Way, vehicles must turn left onto Ethelbert Road to adhere with the one-way flow of traffic.

## 2.9. Taxis

2.9.1. As aforementioned, a taxi rank able to accommodate circa 11 taxis, is located on the western side of the carriageway on the High Street (Figure 10) within 50m of the site boundary. Notably, in London people with mobility difficulties can apply for a Taxicard which gives them subsidised taxi and minicab travel throughout London. The provision of the taxi rank within close vicinity of the site will help to maximise the opportunities for people with mobility difficulties to travel to and from the site by taxi. Seating with back and arm rests is provided at the taxi rank.

## 2.10. Car Parking

2.10.1. There is currently no formal car parking associated with the site however an informal parking bay is provided to the front of the service yard shutters as shown in Figure 11.

**Figure 11 – Site Parking**

2.10.2. At present each of the six residential studio units on Ethelbert Road that make up the site are able to apply for on-street parking bays.

2.10.3. There are numerous alternative car parking opportunities located within a 1.0km walk from the site, including on-street parking and public car parks. The site is located within the Bromley Town Centre Controlled Parking Zone (CPZ) Zone A which restricts parking to resident permit holders only Monday to Saturday 08:00-20:00 and on Sundays between 10:00-17:00. There are on-street paid for parking bays available with a maximum stay of two hours during the restricted times. Within 50m of the site, these paid for bays can be found along:

- Ringer's Road (17 bays);
- Ethelbert Road (36 bays); and
- Churchill Way (4 bays).

2.10.4. Figure 12 displays the parking restrictions within 50m of the site.

**Figure 12 – Parking Restrictions within 50m of the site**


*Source: QGIS*

2.10.5. Figure 12 also shows that two on-street disabled bays are provided along Ethelbert Road, within close proximity to its junction with High Street and an additional three on-street disabled bays have been proposed to be delivered with the Churchill Quarter Scheme along Churchill Way. All of these disabled bays will be situated within a 50m walk of the site.

2.10.6. A taxi rank is also located along the western side of the carriageway of High Street, approximately 80m east of the site.

2.10.7. To establish the existing parking stress in the area, parking survey data has been analysed from the Churchill Quarter planning application (Ref: 18/02181/FUL). Surveys were undertaken on 18th and 19th July 2017 using the Lambeth Methodology between 12:30-05:30, 08:00-09:00, and 17:00-18:00. Whilst the data is three years old it is still considered reflective of the existing position and is more representative of the area than data at the moment due to COVID-19 restrictions.

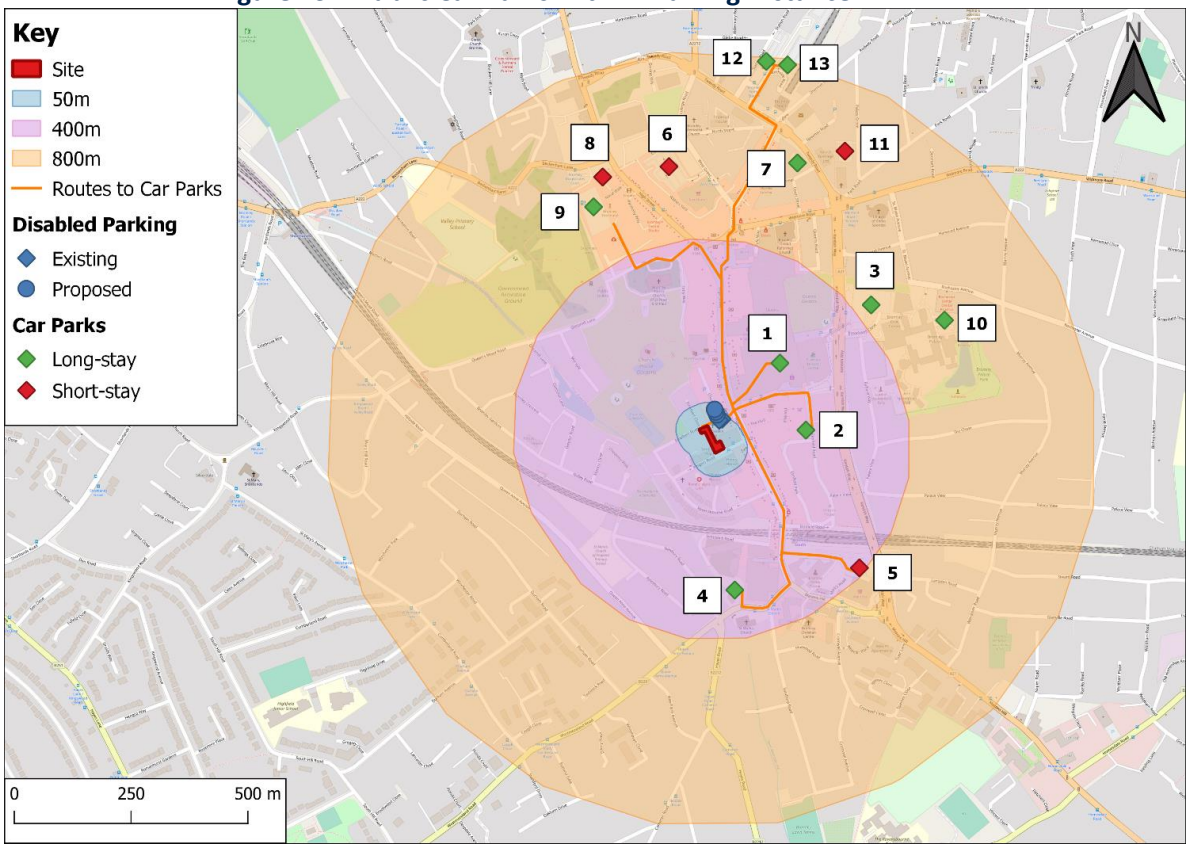
2.10.8. The results of the surveys show that Ethelbert Road, Ringers Road and Ravensbourne Road all have parking capacity as shown in Table 4.

**Table 4 – Parking Capacity from 2017 Survey from Churchill Quarter Application**

| Average | Night | AM | PM |
|---|---|---|---|
| Ethelbert Road | 26.4% | 29.2% | 65.3% |
| Ravensbourne Road | 39.2% | 50.0% | 52.7% |
| Ringer's Road | 47.6% | 59.5% | 76.2% |

2.10.9. Figure 13 displays the locations of the public car parks within 400m and 800m of the site (as the crow flies) and Table 5 outlines the capacities, maximum stay and walking distance from the site of these car parks.

**Figure 13 – Public Car Parks within Walking Distance**




*Source: QGIS*

**Table 5 – Public Car Parks Information**

| No. | Car Park | Capacity | Disabled | Opening Hours | Max. Stay | Walking Distance |
|---|---|---|---|---|---|---|
| **1** | The Glades | 1,500 | 64 | Mon-Sat 07:0-21:00<br>Sun 09:00-19:00 | - | 350m |
| **2** | The Mall | 255 | 3 | 24/7 | - | 350m |
| **3** | Civic Centre | 691 | 19 | 24/7 | - | 500m |
| **4** | St Mark's | 300 | c.15 | 24/7 | - | 600m |
| **5** | Waitrose | 181 | 8 (inc. Parent and Child) | Mon-Sat 07:30-21:00<br>Sun 10:00-16:00 | 2 hours (free for customers) | 600m |
| **6** | Sainsbury's | 210 | 23 (inc. Parent and Child) | Mon-Sat 07:00-22:00<br>Sun 11:00-17:00<br>24/7 for non-customers | 2 hours (free for customers) | 650m |
| **7** | South Street | 50 | 1 | 24/7 | - | 700m |
| **8** | Mitre Close | 24 | 0 | 24/7 | 4 hours | 800m |
| **9** | The Hill | 752 | 8 | 24/7 | - | 850m |
| **10** | St Blaise | 120 | 3 | Sat-Sun 08:30-18:30 | - | 850m |
| **11** | Palace Grove | 97 | 2 | 24/7 | 4 hours | 900m |
| **12** | Station Road | 88 | 2 | 24/7 | - | 1.0km |
| **13** | Bromley North Station | 220 | 4 | 24/7 | - | 1.0km |
| **-** | **TOTAL** | **4,488** | **152** | - | - | - |

2.10.10. The closest long-stay car park to the site is The Glades Shopping Centre car park which is located within a 350m walk of the site (equating to a four-minute walk), providing a total of 1,500 spaces. Further to this, 255 spaces are provided at The Mall car park which is also situated 350m from the site. The Civic Centre car park and St Mark's underground car park are also located within 600m of the site (equating to an eight-minute walk).

2.10.11. In addition to these long-stay car parking options, a number of short stay car parks are also accessible within a short walking distance of the site, including Waitrose and Sainsbury's car parks that are accessible within a 650m walk of the site (equating to an eight-minute walk) as well as Mitre Close and Palace Grove car parks that are accessible within a 900m walk of the site.

2.10.12. Table 5 demonstrates that a total of 4,488 parking spaces are available within car parks within 1km of the site. Walking routes to the closest car parks are displayed in Figure 13.

2.10.13. Some of the public car park within walking distance of the site offer season tickets for regular users. Table 6 outlines these car parks, their distance from the site and the cost of an annual season ticket.

**Table 6 – Public Car Park Season Tickets**

| Car Park No. | Car Park | Walking Distance | Annual Season Ticket Price | Availability |
|---|---|---|---|---|
| **2** | The Mall | 350m | £999 | 11+ Available |
| **4** | St Mark's | 600m | £1,800 | Accepting Applications* |
| **9** | The Hill | 850m | £1,325 | Accepting Applications* |
| **12** | Station Road | 1.0km | £1,325 | Accepting Applications* |
| **13** | Bromley North Station | 1.0km | £1,151.50 | Accepting Applications* |

**APCOA / Bromley Permit Portal is currently accepting applications for new Season Tickets*

2.10.14. It is evident that there are 1,615 car park spaces for which season tickets can be applied for. Nonetheless, the site is in a highly accessible location with a PTAL rating of 6b/6a (Excellent) and therefore opportunities to travel to the site by sustainable modes of transport can be maximised. Furthermore, the car club bays offer residents the option to use a car for occasional trips where a car may be needed. Residents will be restricted from applying for parking permits to park within the CPZ. All residents will be made aware of the car-free nature of the site and the permit restriction and therefore should they still require a car then they would have to pay for an annual season ticket to park in one of the nearby car parks.

## 2.11. Transport Classification of Londoners

2.11.1. This section examines the demographics of people within the area, most utilised transport mode and the capacity for behavioural change in terms of transport mode. TfL's Transport Classification of Londoners (TCoL) multi-modal segmentation tool has been utilised to inform this section.

2.11.2. The TCoL Borough Profiles state that the borough of Bromley can be broken down into the following transport classifications:

- 1% City Living;
- 67% Detached Retirement;
- 18% Settled Suburbia;
- 2% Students & Graduates;
- 6% Suburban Moderation; and
- 6% Urban Mobility.

2.11.3. The site is located within the 'Detached Retirement' area; a classification which is predominantly located in Outer London, representative of high car usage and relatively low walking and cycling

uptake. Car ownership levels within 'Detached Retirement' areas as outlined within the TCoL are outlined below in Table 7. The has been compared alongside the Census 2011 and Census 2021 car ownership levels for the output areas in which the site lies taking account of the dwelling type which is classed as "Flat, Maisonette, Apartment" within the 2011 /2021 Census.

2.11.4. The site lies within two different output areas (E00003236 and E00003264/E00182600) as shown in Figure 14, so Census 2011 car ownership data was analysed for both output areas and an average was calculated. This average is shown in Table 7.

**Figure 14 – Census Output Areas**

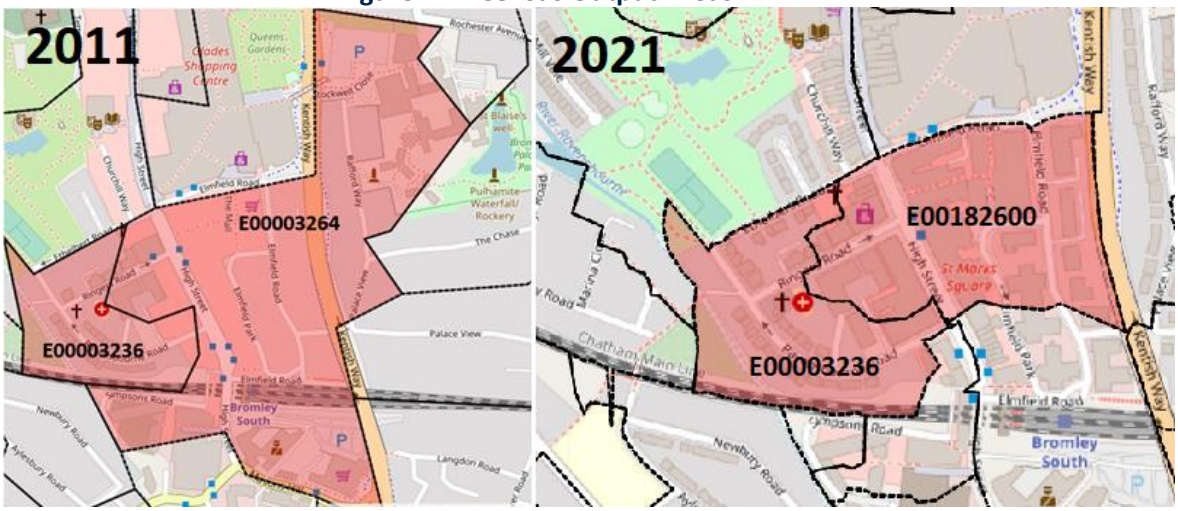



**Table 7 – Car Ownership**

| | | 2011 Census | | | 2021 Census | | |
|---|---|---|---|---|---|---|---|
| Car Ownership | TCoL 'Detached Retirement' | E00003236 | E00003264 | Average | E00003236 | E00182600 | Average |
| **No Cars** | 19% | 49% | 52% | 50% | 60% | 66% | 64% |
| **1 Car** | 53% | 46% | 39% | 43% | 35% | 34% | 35% |
| **2+ Cars** | 29% | 5% | 9% | 7% | 5% | 0% | 1% |

2.11.5. The TCoL states that the main motivations for behaviour change within the TCoL area in which the site is located include:

- Changes to roads and driving;
- Health & Fitness;
- Changes to public transport;
- Lifestyle changes; and
- Money.

2.11.6. It is of note that since the 2011 Census data, there have been significant changes to the area including the upgrades to Bromley South Station, the redevelopment of key areas such as Regents Place and St Mark's Square and the provision of car club bays in the area. This is evident in the changes presented above with households with no cars increasing from 50% to 64% over the 10 year Census period. Evidently on average in 2011 there was 0.6 cars per household in the area and in 2021 there are 0.37 cars per household.

## 2.12. Committed Developments

Churchill Quarter

2.12.1. The Churchill Quarter development (Ref: 18/02181/FULL1) lies to the north of the site and includes Ethelbert Close, Churchill Way and 104-108 High Street. The proposals seek to demolish the existing buildings and redevelop the area to provide a mixed use scheme comprising up to 410 residential dwellings with a mix of use classes A1, A2, A3, B1, D1 and D2 at ground floor level.

2.12.2. The development will also include a new vehicular access from Ethelbert Road to a basement-level car and cycle parking. Churchill Way will provide a secondary vehicular access to the development and will provide access for emergency vehicles and servicing for the residential and retail elements of the scheme.

2.12.3. Pedestrian access to the development will be from Ethelbert Road and Bromley High Street and cycle access will be located adjacent to the vehicle access to the basement.

2.12.4. For the residential element of the development 94 car parking spaces, including 12 disabled bays, will be located within the basement-level car park. 20% of these will be provided with active electric vehicle charging points and an additional 20% will have passive provision of EV charging points.

2.12.5. The commercial proposals include five car parking bays, including one disabled bay, for use by Bromley Town Church, two car club spaces (one of which will be disabled), one disabled bay for the commercial units and one short-stay drop-off bay. These will be provided along Churchill Way.

2.12.6. A total of 733 long-stay and 74 short-stay cycle parking spaces will be provided throughout the development. The masterplan is shown below in Figure 15.

**Figure 15 – Churchill Quarter**

2.12.7. Notably the application status on 6 March 2023 now states "Application Withdrawn (Finally Disposed)" and therefore the future of the site coming forward is no longer known.

66-70 High Street

2.12.8. An application (Ref: 19/04588/FULL) for the demolition of 66-70 High Street to provide a new 12-storey mixed-use residential building comprising 47 residential dwellings and 256sqm of retail floorspace was submitted in November 2019.

2.12.9. Pedestrian and cycle access to the residential units is proposed to be taken from Ethelbert Road to the north of the site and pedestrian access to the retail space provided from both Ethelbert Road and High Street. The proposed development is car-free with the exception of three on-site disabled parking spaces. A total of 108 cycle parking spaces for residents are to be provided on the first and second floor and 8 provided for the retail unit.

2.12.10. Both the residential and retail elements of the development were proposed to be serviced from an existing servicing corridor on the southwestern side of the site and refuse collection will take place along Ethelbert Road. Deliveries to both aspects of the scheme will take place within the loading bay provided along High Street.

2.12.11. The application was refused by LBB in April 2021 for the following reasons:

- *'The proposal by reason of its scale, bulk, massing, materials and design would appear overly dominant and out of keeping with the immediate surroundings and high street location which would be harmful and detrimental to the significance, character and appearance of the adjacent Bromley Town Centre Conservation Area and the surrounding area'* and
- *'The introduction of an isolated tall building within the allocated site 10 in the Local Plan and Site G in the Bromley Town Centre Area Action Plan and would represent a piecemeal and incongruous development and fail to fully follow the plan-led approach in delivering sustainable development'.*

2.12.12. The proposed development was allowed at Appeal on 21 November 2022.

## 2.13. Summary

2.13.1. This section has demonstrated that the site is in an extremely accessible location with high quality pedestrian and cycle links into Bromley Town Centre and to a range of public transport services. The closest bus stops provide regular services to a wide range of locations within London, including to local schools and employment. Additionally, Bromley South and Bromley North Stations are both located within walking distance of the site and they provide frequent rail services to a number of destinations both within and outside London.

2.13.2. An array of local amenities and facilities including employment, healthcare and educational facilities are also all located within short walking and cycling distances of the site. The site is therefore considered accessible in highway terms.

# 3. Proposed Development

## 3.1. Context

3.1.1. This section of the TP outlined the details of the proposed development, including accessibility for all modes of travel.

## 3.2. Development Proposals

3.2.1. The proposed redevelopment seek the demolition of the existing buildings and construction of two new buildings which will provide a combined total of 94 residential units. Block A will comprise a 14-storey building fronting Ringers Road which will contain 45 residential units with Block B comprising a 12-storey building fronting Ethelbert Road which will contain 49 residential units. A breakdown of the unit types proposed has been provided below:

Block A:

- 37 x one-bedroom apartments;
- 8 x two-bedroom apartments;

Block B:

- 13 x one-bedroom apartments;
- 36 x two-bedroom apartments.

3.2.2. In addition to this 97sqm of flexible use class E space will be provided in Block A at basement and ground floor level and 413 sqm of flexible use class E space will be provided in Block B at basement, ground and first floor level.

3.2.3. Drawings of the proposed site layout and plans of the buildings are attached at **Appendix A**. With the exception of the disabled car parking space and accessible car club space which will be provided along the site frontage on Ethelbert Road, the proposals will be car-free as such no vehicle accesses to the site will be provided.

## 3.3. Access Arrangements

3.3.1. With the exception of the disabled car parking space and the accessible car club bay, which will be provided along the site frontage on Ethelbert Road through the conversion of two on-street bays, the proposals will be car-free. Access to these car parking bays will be provided via the existing dropped kerb arrangement along the site frontage. Owing to the car free nature of the scheme, no formal vehicular access to the site has been provided.

3.3.2. As the proposals will be car-free, with the exception of the disabled bay and accessible car club bay, the redevelopment provides an opportunity to maximise the public realm offering along the site frontage and prioritise provision for pedestrians and cyclists.

3.3.3. The two residential blocks will be accessed independently with Block A accessed via a residential entrance off Ringers Road which will also provide a route to the internal lifts and stairways in addition to the cycle store. For Block B, access will be provided off Ethelbert Road which provides a route to the internal lifts and stairways in addition to the cycle store. High quality public realm space will be provided between the existing footways and the residential entrances, providing further useable space for pedestrians along the site frontage.

3.3.4. As detailed in Chapter three, pedestrian facilities within the vicinity of the site are of high quality with minimum footway widths of at least 2.0m provided on both Ringers Road and Ethelbert Road. However, at present the provision of signage and an access ramp to the existing restaurant space

reduces the useable footway width along the site frontage to between 1.6m-1.8m, which is below the minimum requirement as outlined within MfS. The proposals will remove this pinch point by reinstating the space as footway to ensure that footway widths of at least 2.0m will be retained along the entirety of Ringers Road. This will further help to reduce any existing barriers to active travel for all site users, regardless of age or mobility.

3.3.5. The measures outlined above comply with the overall health and wellbeing agenda behind the Healthy Streets Approach by encouraging residents to walk and cycle to the range of key destinations outlined within the Active Travel Zone (ATZ) of the Transport Assessment.

## 3.4. Car Parking Provision

3.4.1. Considering the excellent accessibility to a range of employment, educational, leisure and retail facilities within walking and cycling distance of the site, coupled with the excellent PTAL rating of 6b, the site represents a prime opportunity to promote car-free development. Notably the London Plan Policy T6 states that 'car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport'. As such, there will be no on-site car parking facilities.

3.4.2. However, to ensure that parking is available for eligible disabled residents who require access to a car, it is proposed to convert two on-street parking spaces on Ethelbert Road directly outside the site to provide one disabled parking space and one accessible car club bay.

3.4.3. The removal of these two on-street parking bays will be subject to a Traffic Regulation Order (TRO) and will result in the loss of revenue of these two bays. As such it has been agreed with LBB that the applicant will pay LBB an appropriate amount (c.£95,120) towards the consultation of the TRO and the loss of revenue to convert the two on-street bays.

3.4.4. The parking survey data analysed in Chapter Three demonstrates that there is sufficient capacity in the network to accommodate the loss of two on-street parking spaces. Further to this, it should be noted that the existing residential units at 5 Ethelbert Close are currently able to apply for parking permits, equating to a demand for six car parking spaces.

3.4.5. A parking permit restriction will be conditioned within a S106 Agreement to remove the ability of future residents obtaining on-street parking permits in the existing CPZ area. As such, the proposals would create a net reduction in demand of four parking permit spaces, further ensuring that there is sufficient capacity for the conversion of two bays.

3.4.6. Policy T6.1 of the London Plan states that for three percent of dwellings at least one designated disabled persons parking bay per dwelling is available from the outset with the potential for an additional seven percent to be provided in the future. For a scheme of 94 units this equates to three spaces from Day 1 and the potential for an additional seven spaces in the future, a total of 10 disabled spaces.

3.4.7. Figure 12 shows that there will be five disabled parking bays within 50m of the site, which combined with the one on-street bay and accessible car club bay proposed as part of the scheme equates to a total of seven bays. Notably two of these bays will provide access to accessible car club vehicles. As such it is considered that this combined with the highly accessible location of the site and the taxi rank within 50m of the site will ensure that access to the site by those with mobility difficulties is provided. Nonetheless 152 additional disabled parking spaces are provided within public car parks within close proximity of the site. Bromley outline that any Blue Badge Holder can:

- Park on Yellow Lines (single or double) for up to three hours;

- Park in on-street paid for parking bays and council operated car parks free of charge and without time limit unless signs indicate otherwise;
- Park in on-street disabled bays in shopping and residential areas;

3.4.8. The parking survey information included in the Transport Statement shows that there is amble reserve parking on Ethelbert Road (maximum occupancy of 65.3%), Ravensbourne Road (maximum of 52.7%) and Ringers Road (maximum of 76.2%). As such the removal of two bays to accommodate the disabled bay and car club bay would be imperceptible and there is ample reserve capacity to accommodate any displacement.

3.4.9. Furthermore with the everchanging nature of the area as a result of the forthcoming development, it is considered that on-street parking demand will only reduce further with each of the forthcoming developments being restricted for applying for on-street parking permits and with the introduction of numerous car club vehicles. The existing site includes six studio flats on Ethelbert Road, all of which are entitled to on-street parking permits. As such the removal of these flats alone has the potential to reduce on-street parking demand.

3.4.10. In order to ensure that the proposed development does not impact on local streets, future residents will be prohibited from applying for parking permits for the local Controlled Parking Zones (CPZ).

3.4.11. It is considered that that the proposed parking strategy is reflective of the highly accessible location of the site, and maximises public realm and cycle parking (including wheelchair adapted cycle parking spaces and e-bike spaces) over the use of vehicles. Nonetheless it is considered that there is reserve parking capacity in the area to meet the 3% from day one requirement and the 7% future capacity in the unlikely event that this is needed but the provision of an accessible car club will help to ensure that a vehicle is available for occasional usage.

3.4.12. For those residents that do rely on the use of the private car, as identified within Chapter Three there are approximately 1,615 car parking spaces within walking distance of the site which are eligible for season ticket applications. At the time of writing, the Mall Car Park which is located approximately 350m / four-minute walk from the site has availability for 11 season ticket spaces with other car parks including The Hill, Station Road and Bromley North Station currently accepting applications for new season tickets. As such, there are considered to be ample opportunities for residents to park within the vicinity of the site, should they rely on private car use.

3.4.13. However, through restricting car parking to two disabled parking bays from the outset, the proposals further promote the uptake of sustainable travel from the outset, in accordance with the Mayor's Transport Strategy and TfL's Healthy Streets Approach.

3.4.14. The car club bays will be available to hire by future occupiers of the proposed development considered under this application. Whilst the majority of daily trips, including employment, leisure, retail, health and educational needs can be undertaken on foot, by bicycle or by public transport, the car club bays provide a further opportunity for future residents to access a car for essential trips without the need of owning their own.

3.4.15. The Carplus "Car Clubs in Property Developments" 2015 report explicitly states that reducing the levels of car parking helps to make car clubs viable;

- "The experiences of operators suggests that a ratio of 0.8 car parking spaces per residential unit or less creates the conditions in which a car club and parking levels are mutually complementary"
- "The car club works best if not all residents have access to a private car parking space as well as others choosing the service as a lifestyle choice or out of preference as a first or second car."

3.4.16. It is of note that the nearby and comparable site at 66-70 High Street (Ref. 21/03231/FULL) for the demolition of 66-70 High Street to provide a new 12 storey mixed-use residential building comprising 47 residential dwellings and 256sqm of retail floorspace is also car free with the exception of disabled parking. Given the similarities of this scheme to this application, in terms of accessibility and location in addition to the total development quantum, it is considered that the same principles of car-free development should be applicable at this site.

3.4.17. Overall, the car-free nature of the scheme is considered entirely appropriate and policy compliant whilst also achieving the key principles to promote sustainable travel and encourage healthy lifestyles, both of which are at the core of the Mayors Transport Strategy (2019) and TfL's Healthy Streets Approach.

## 3.5. Cycle Parking Provision

3.5.1. Cycle parking provision should take account of the London Plan (2021). Table 8 below summarises these standards and calculates the cycle parking requirements of the proposed development. For the purpose of this calculation it has been assumed that of the 510sqm of flexible use class E space, 156sqm would be a café and 354sqm would be flexible co-working office space for residents.

**Table 8 – Cycle Parking Requirements**

| Use | | Bicycle Parking Standards | | Proposed Development (Required) | |
|---|---|---|---|---|---|
| | | Long Stay Standard | Short Stay Standard | Long Stay | Short Stay |
| C3 | 1 bed / 1 person | 1 per dwelling | 5-40 Dwellings = 2 spaces Thereafter = 1 per 40 dwellings | 0 | 4 |
| | 1 bed / 2 person | 1.5 per dwelling | | 75 | |
| | All Other Dwellings | 2 per dwelling | | 88 | |
| A2-A5 | Café | 1 per 175 sqm (GEA) | 1 space per 20 sqm (GEA) | 1 | 8 |
| B1 | Business offices | 1 space per 75 sqm | First 5,000 sqm: 1 space per 500 sqm | 5 | 1 |
| | **Total Provision** | | | **169** | **13** |

3.5.2. Evidently the proposed development quantum would require a minimum of 169 long stay cycle parking spaces and 13 short-stay cycle parking spaces. In accordance with the London Cycle Design Standards 5% (10 spaces) should be suitable for accommodating adapted cycles.

3.5.3. The proposed redevelopment will provide a number of separate cycle stores at basement and ground floor level which together will provide a total of 201 cycle parking spaces;

- Block A Residential – Basement level cycle store for residents providing 70 long stay spaces (two tier stackers) and four enlarged Sheffield stands for adapted bikes and e-bikes;
- Block A Commercial – Three Sheffield stands at basement level providing six long stay spaces;
- Block A Short Stay – 12 Sheffield stands at ground floor level for short stay use by residents and the commercial uses;
- Block B Residential – Basement level cycle store for residents providing 91 long stay spaces (two tier stackers) and five enlarged Sheffield stands for adapted bikes and e-bikes;
- Block B Commercial – Three Sheffield stands at ground floor level providing five long stay spaces;
- Block B Short Stay – 8 Sheffield stands at ground floor level for short stay use by residents and the commercial uses;

3.5.4. This equates to a total of 201 long-stay cycle parking spaces provided at basement level. It is noted that there is an overprovision of both short-stay and long-stay cycle parking compared to the minimum standards outlined in the London Plan. It is noted that the co-working space will be primarily for residents, however the provision of additional short-stay and long-stay cycle parking will appease any concerns over shortages of cycle parking should the co-working space be used by external site users in the future.

3.5.5. Access to the cycle stores will be provided to all residents, however the use of a key fob entry system / access code will be utilised to provide additional security benefits for the cycle stores.

3.5.6. The provision of high quality and accessible cycle parking for all residents will help to encourage more residents to consider cycling as their first mode of choice, either for formal commuting or educational purposes or for leisure cycling trips.

## 3.6. Delivery and Servicing Locations

3.6.1. Vehicular access for delivery and servicing purposes will be undertaken on-street, using both Ringers Road and Ethelbert Road with changes made to existing highway layout to enhance the operation and safety for delivery and servicing vehicles.

Ethelbert Road

3.6.2. At present the existing site has a servicing entrance on to Ethelbert Road, with deliveries and servicing activity all taking place here utilising the on-street single yellow line section. Given the constant use of the two parking bays on-site the use of the single yellow lines on Ethelbert Road for loading / unloading activity are primarily restricted to site users only. The proposed development will remove the need to maintain vehicle access to the site at all times and will ensure that the single yellow line section on Ethelbert Road can be used by other neighbouring sites on Ethelbert Road.

3.6.3. Swept path analysis has been undertaken of the existing single yellow line section on Ethelbert Road, which shows that large refuse vehicles struggle to utilise the single yellow line section there.

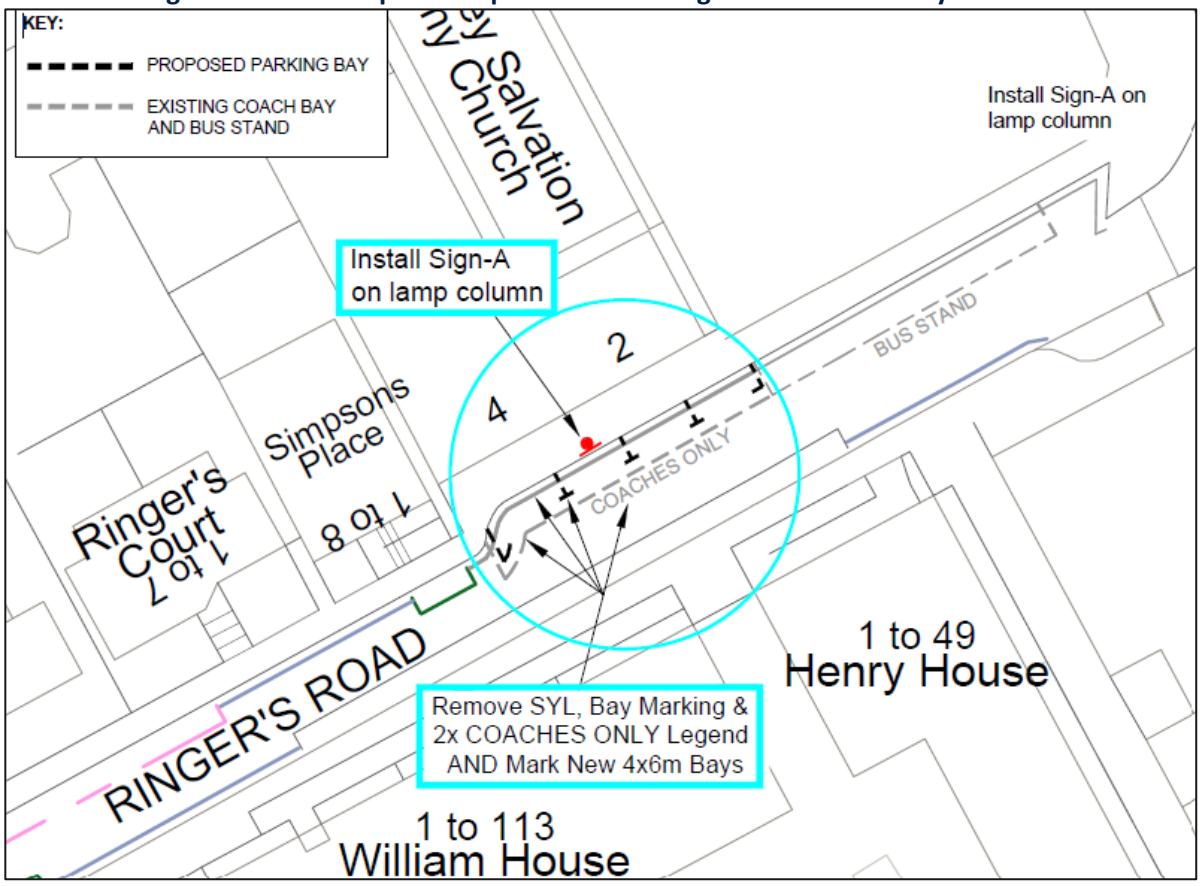
3.6.4. As such this single yellow line section can only really be used by smaller refuse vehicles, delivery vans and box vans at present. It is proposed to suspend part of the bay to the north of the single yellow line section to reduce the parking bays from three bays to two bays, for which we are proposing one disabled bay and one car club bay here.

3.6.5. This would ensure that a single yellow line in excess of 12m is provided and therefore this would be able to accommodate all servicing movements which would be of benefit to the site and neighbouring uses on Ethelbert Road. The proposed arrangement is attached at **Appendix A**. In line with LBB guidance, loading and unloading of unwieldy and heavy goods is permitted on single yellow lines for periods of up to 40 minutes. This is considered entirely suitable for the types of delivery and servicing trips anticipated at the site.

Ringers Road

3.6.6. A coach bay measuring approximately 25m in length is currently provided along the site frontage on Ringers Road. Discussions have taken place with LBB highways officers (Nojan Rastani) together with their traffic team (Buki Sobanjo) to discuss potential changes to the arrangements on Ringers Road. Notably the coach bay on Ringers Road was only provided as a temporary bay and LBB are currently proposing to convert the bay back to four pay and display parking bays, with their plans shown below in Figure 16.

**Figure 16 – LBB Proposed Replacement of Ringers Road Coach Bay**




3.6.7. The LBB proposed amendments have been investigated to see if a more suitable option could be provided that provides an enhanced servicing strategy on Ringers Road which could serve the proposed site as well as neighbouring uses.

3.6.8. The proposed amendments seek to remove one of the proposed parking bays on Ringers Road and relocate the permit holder only bay outside 6 Ringers Road to provide three bays where the coach bay was together with an extended single yellow line section that could be used for deliveries and servicing at the site as well as other neighbouring uses. The proposed amended layout is shown below in Figure 17 and Appendix C of the Transport Assessment.

**Figure 17 – LBB Proposed Replacement of Ringers Road Coach Bay**


3.6.9. It is considered that this provides an enhancement to Ringers Road as it increases the number of parking bays on Ringers Road by two net spaces from the former coach bay but also provides an enhanced servicing area.

Summary

3.6.10. The proposed servicing strategy and amendments to Ringers Road and Ethelbert Road have been discussed in detail with LBB and agreed.

3.6.11. Overall the proposed changes on Ethelbert Road and Ringers Road would result in the removal of three bays on Ethelbert Road to provide a car club, disabled bay and enhanced servicing and the removal of one bay on Ringers Road to provide an enhanced servicing area. These three bays on Ethelbert Road are currently pay at machine bays in operation Monday to Saturday 08:00-20:00 whilst the bay on Ringers Road is a permit holder only bay.

3.6.12. In total however the removal of the coach bay would result in and additional three on-street parking bays meaning there would be a loss in total of one on-street bay.

3.6.13. It is considered that the provision of two enhanced servicing areas, one additional disabled bay and an accessible car club bay far outweigh and negative impacts associated with the loss of one bay. Notably these two single yellow line sections proposed could also be used at evenings and night times (20:00-08:00) when demand for on-street bays in likely to be highest by residents.

## 3.7. Delivery and Servicing Movements

3.7.1. Deliveries to the residential units will primarily consist of the following:

- Refuse vehicles;
- Post, parcel and mail deliveries and collections;
- Ad-hoc grocery deliveries / other courier services;
- Occasional Maintenance vehicles; and
- Removals vehicles.

3.7.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring sites along both Ringers Road and Ethelbert Road as well as at the existing residential units at the site. This will include both refuse collection as well as postal / courier deliveries. As such, these would not constitute 'new' trips onto the network. To further reduce the dwell time that servicing vehicles will spend at the site, a number of design features have been proposed:

- Provision of communal post boxes at the entrance to the residential units to allow post and parcels to be delivered quickly and safely;
- Provision of oversized cycle parking spaces to accommodate cargo bikes;
- Provision of e-bike charging areas;
- Provision of a electric-tug vehicle for easy and quick transport of bins.

3.7.3. There is likely to be the occasional removals vehicle when residents move into / out of properties. This will be most notable when the development is first occupied, subsequent to which, these movements will be infrequent.

**Table 9 – Residential Servicing Trip Generation**

| Delivery | Vehicle | Time of Day | Approx. Frequency |
|---|---|---|---|
| Post | Post Van | 09:00-17:00 | Daily |
| Parcel / Couriers | Transit Van | 07:00-22:00 | 1-4 per day |
| Groceries | Transit Van | 07:00-22:00 | 1-4 per day |
| Refuse Collection | Small Refuse Vehicle | 07:30-17:00 | Weekly / Bi-weekly |
| Recycling Collection | Small Refuse Vehicle | 07:30-17:00 | Weekly / Bi-weekly |
| Maintenance Vehicles | Transit Van / Box Van | 09:00-17:00 | 1-2 timer per year |
| Removals Vehicles | Pantechnicon | 09:00-17:00 | Infrequent |

3.7.4. Based on this, it is anticipated that the residential element of the proposed development is likely to generate 6-13 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours.

3.7.5. For the café and co-working space, it is anticipated that these uses will generate up to three delivery and servicing trips per day combined, through the delivery of food/goods, cleaning products and other essential produces and refuse collection. The occupiers will seek to co-ordinate and consolidate deliveries to minimise the number of delivery and servicing trips associated with the site. It is also likely that the majority of delivery and servicing trips associated with these uses will take place outside of the network peak hours.

3.7.6. Based on this, the total development is anticipated to generate between 9-16 delivery and servicing trips per day.

3.7.7. A Framework Delivery and Servicing Plan (DSP) was requested during pre-application discussions with LBB and has been provided (Report Ref: R-20-0061-03A). This will be finalised prior to occupation of the site and agreed with LBB.

## 3.8. Refuse Storage

3.8.1. The LBB Notes for Developers and Architects: The Storage and Collection of Refuse from Residential and Commercial Buildings (October 2011) states that apartment blocks with six or more dwellings should provide bulk storage at the following rates;

- General Waste: one 1100 Eurobin per six apartments;
- Recyclables - Paper: one 240 litre wheeled bin per six apartments;
- Recyclables - Glass / Plastic / Cans: one 240 litre wheeled bin per six apartments; and
- Recyclables - Food Waste: one 240 wheeled bin for food waste per 20 dwellings.

3.8.2. The proposed development seeks to provide 94 residential apartments, of which 50 would be one-bed apartments (37 in Block A and 13 in Block B) and 44 two-bed apartments (8 in Block A and 36 in Block B). This would equate to the quantum outlined in Table 10.

**Table 10 – Residential Refuse Calculations**

| Block A | Quantum (Litres) | Weekly Collection | |
|---|---|---|---|
| General Waste: | 8250 | 8 | Eurobins |
| Paper | 1800 | 2 | Eurobins |
| Glass / Plastic | 1800 | 2 | Eurobins |
| Food | 540 | 3 | 240 litre bins |
| | | | |
| **Block B** | **Quantum (Litres)** | **Weekly Collection** | |
| General Waste: | 8983 | 9 | Eurobins |
| Paper | 1960 | 2 | Eurobins |
| Glass / Plastic | 1960 | 2 | Eurobins |
| Food | 588 | 3 | 240 litre bins |

3.8.3. The plans attached at **Appendix A**, show that at basement level bin stores have been provided in each Block with the stores providing sufficient capacity to accommodate the above quantum.

3.8.4. Where the bins are stored at basement level, a lift is provided to transport the bins to street level. Given the distance from the bin stores to the kerb side a storage area for an electric bin tug machine has been provided to assist with the movement of the bins.

Commercial Use

3.8.5. The commercial use (café and co-working space) is proposed to be ancillary uses for the residents and therefore it is proposed to share the bin stores with the residential use. To ensure that there is sufficient reserve storage capacity a minor uplift in the storage using the BS5906 Waste Management calculations for office waste and use of the HCA employment density guide to estimate staff and waste volumes.

3.8.6. Based on the 97sqm in Block A and the 413sqm in Block B this would equate to a maximum of 7 employees in Block A and 32 employees in Block B, when applying the HCA guidance of 13sqm per employee. BS5906 Waste Management estimates 50 litres of waste per employee and assumes a split of 75% of this total being general waste and 50% being recyclables. As such this equates to the following;

- 263 litres of refuse for Block A
- 175 litres of recycling for Block A (Assuming Equally Split of Paper / Glass / Food)
  - 58litres of Paper
  - 58litres of Glass / Plastic
  - 58litres of Food
- 1200litres of refuse for Block B
- 800litres of recycling for Block B (Assuming Equally Split of Paper / Glass / Food)
  - 267litres of Paper
  - 267litres of Glass / Plastic
  - 267litres of Food

3.8.7. Adding these refuse calculations to the residential quantum shown in Table 10 shows that the proposed storage would be sufficient to accommodate any uplift from the ancillary commercial uses.

3.8.8. The proposed redevelopment would be served by a LBB council operated collection service, with the maintenance staff at the site assisting with bringing bins up to ground floor level on collection days.

3.8.9. As detailed above, refuse vehicles will be able to utilise the proposed single yellow line sections on Ethelbert Road and Ringers Road.

3.8.10. Whilst the proposed redevelopment will generate an uplift in the number of residential units at the site, it is not considered that this would give rise to an increase in the number of refuse and recycling vehicles required to serve the existing route. As such, the proposals are considered to fall within the existing routes currently operated by LBB Waste team and therefore no new vehicular trips would be created as a result of refuse and recycling collection.

# 4. Objectives and Targets

## 4.1. Introduction

4.1.1. This chapter of the report details the objectives that the Travel Plan aims to achieve, and the anticipated results of achieving these objectives. Objectives are the high-level aims of the Travel Plan, giving it direction and providing a focus.

## 4.2. Aims

4.2.1. The aim of this TP is to support the essential travel needs of residents, whilst reducing the overall need to travel and to encourage all site users to adopt healthy, sustainable travel choices in order to increase levels of active travel usage at the Site.

## 4.3. Objectives

4.3.1. Objectives are high-level aims of the TP that help to give the TP a clear focus and provide direction. The objectives that focus the TP are:

- Providing the required information and incentives to residents and visitors to encourage travel to the site via sustainable methods of transport;
- Reduce the transport related environmental impacts associated with resident and visitor trips and servicing at the site;
- Enhance the developer's social responsibility credentials to a wider audience;
- To increase the attractiveness of walking and cycling and encourage residents travelling to and from the site to do so using sustainable modes; and
- To raise awareness of sustainable 'Smarter Travel' modes available to residents.

4.3.2. These objectives will be met by:

- Raising travel awareness amongst residents;
- Exploring measures to promote the use of alternative modes of travel to single occupancy car travel such as walking, cycling, passenger transport and car sharing;
- Implementing a site transport network and access strategy that discourages the use of single occupancy car travel; and
- Continually evaluating the transport needs of residents and visitors.

4.3.3. By achieving the objectives, the Travel Plan will:

- Reduce the impact of traffic on surrounding roads and local communities;
- Promote equal opportunities to residents by offering wider travel choices;
- Improve personal and wider community health;
- Reduce air and noise pollution; and
- Accord with national, regional and local Government objectives.

## 4.4. Travel Plan Potential

4.4.1. The benefits of a well-managed Travel Plan will extend beyond the site users and contribute to improvements to local air quality, noise and vibration reduction, congestion and journey times. A reduction in single occupancy vehicle journeys and overall car usage has a role in the wider health agenda to reduce public obesity levels and other associated illnesses caused by sedentary lifestyles. Therefore, the objectives that have been set relate to all of these benefits associated with the development of a Travel Plan.

4.4.2. These benefits include:

- **Personal Health Benefits** – The measures implemented to achieve the objectives and targets within the TP will raise awareness of and support residents to live a healthy, active lifestyle by encouraging physical activity as part of their day-to-day travel behaviour. This is particularly relevant and important in relation to the health and obesity concerns for the population as a result of sedentary lifestyles;
- **Personal Financial Benefits** – Walking and cycling are cheaper modes of transport when compared to the cost of running a car;
- **Local Environmental Benefits** – By encouraging residents to choose sustainable modes of transport, the volume of traffic produced by the development during peak hours and their associated emissions and wider impacts can be reduced; and
- **Local Economic Benefits** – Encouraging residents to travel by sustainable modes encourages them to explore local facilities and services that they can access by foot or by bicycle. This can encourage residents to shop and use the services that are available to them locally and positively contribute to the local economy.

## 4.5. Targets

Target Setting

4.5.1. It is of note that this TP is an evolutionary document and forms the starting point for the Travel Plan process at the 2-4 Ringers Road development. As such, initial targets have been set below, however these will be updated and agreed with LBB following a survey of baseline travel habits taken upon occupation of the residential units.

4.5.2. Monitoring surveys will be undertaken within six months of first occupancy. This will be the responsibility of the Travel Plan Co-ordinator (TPC). The format, timing and results of which will be agreed with in advance and reported to the LBB Travel Planning Officer. Travel Plan monitoring is an important process to check that the Travel Plan is effective and progressing. Sufficient time and resources will be allocated to carry out the necessary surveys.

4.5.3. To gather baseline data from which targets can be set, a Travel Survey will be performed upon occupancy of the development and the analysed findings and conclusions will be submitted to LBB for its consideration within a month of completion. SMART (Specific, Measurable, Attainable, Realistic, Time-bound) targets will be specific to the results of the surveys, e.g. promoting active travel in accordance with TfL's Heathy Streets Approach.

4.5.4. It is likely that the Travel Survey will be posted / emailed to all residents with an online hosted survey (e.g. Survey Monkey) used to collect and analyse findings. The developer will look to incentivise residents completing the survey by having a prize draw e.g. Retail Voucher. The Travel Survey will be agreed and formalised with LBB prior to undertaking the survey.

4.5.5. In line with TfL guidance, monitoring will take place in Years 1, 3 and 5, following occupation of the units. The results of these Travel Plan monitoring surveys will be submitted to LBB through reports for review.

4.5.6. Prior to the initial Travel Survey, baseline trip generation multi-modal trip generation for the proposed development has been based upon a combination of TRICS, Census 2021 data and the proposed car parking ratios. The TRICS sites and associated methodology to establish the multi-modal trip generation for the 94 car-free residential units is outlined in full within the Transport Assessment submitted as part of this planning application.

4.5.7. However, as the proposed redevelopment will be car-free, with the exception of one disabled space and one accessible car club bay and with future residents being exempt from being able to apply for

an on-street parking permit, the proportion of car driver trips has been manually adjusted from 19% (Census 2021) to 5.0%. This reduction accounts for the anticipated use of the disabled bay and an accessible car club bay being provided on site in addition to a marginal number of future residents which could use the range of season ticket car parks within the vicinity of the site, as outlined in Chapter Three.

4.5.8. The % modal share for all other modes has been proportionately adjusted to reflect this reduction in car driver trips. This approach is considered to provide a more representative estimation of the multi-modal trip generation of the proposed redevelopment and associated impact on all modes of travel. A summary of the proposed multi-modal trip generation is outlined in Table 11.

**Table 11 – Proposed Multi-modal Trip Generation**

| Mode of Travel | Adjusted Modal Split | Weekday AM Peak (08:00 to 09:00 hours) | | | Weekday PM Peak (17:00 to 18:00 hours) | | | Weekday Daily (07:00 to 19:00 hours) | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Arr. | Dep. | Tot. | Arr. | Dep. | Tot. | Arr. | Dep. | Tot. |
| Underground | 8.2% | 1 | 4 | 5 | 2 | 1 | 3 | 20 | 21 | 41 |
| Train | 37.8% | 3 | 20 | 23 | 9 | 5 | 14 | 93 | 96 | 189 |
| Bus | 31.0% | 3 | 16 | 19 | 8 | 5 | 13 | 76 | 78 | 154 |
| Taxi | 0.0% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 0.5% | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| Car Driver | 5.0% | 0 | 3 | 3 | 2 | 1 | 3 | 12 | 13 | 25 |
| Car Passenger | 1.9% | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 5 | 10 |
| Bicycle | 1.9% | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 5 | 10 |
| On foot | 12.6% | 2 | 7 | 9 | 4 | 2 | 6 | 32 | 32 | 64 |
| Other | 1.0% | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 4 |
| **Total** | **100.0%** | **9** | **53** | **62** | **25** | **14** | **39** | **246** | **253** | **499** |

4.5.9. Travel Plans generally aim to reduce travel by private car. However, as the proposed development will be car-free with the exception of one disabled parking space and one accessible car club bay, there would be limited opportunities to further reduce car trips.

4.5.10. Those car trips which are anticipated to be generated are considered to be 'necessary' trips, including the use of the disabled car parking bays. As such it is considered that the best option is to promote a modal shift away from public transport to active modes of travel such as walking and cycling. This will also help to easy capacity constraints on public transport, especially in the immediate COVID-19 aftermath.

4.5.11. Using the modal shares outlined in Table 11, initial future year targets have been set for three and five years after occupancy and these are shown in Table 12 below.

**Table 12 – Initial Travel Plan Targets**

| Mode | Baseline | Year 3 Initial Target | Year 5 Initial Target |
|---|---|---|---|
| Underground / Tram | 8.2% | 7.7% | 7.1% |
| Train | 37.8% | 35.3% | 32.9% |
| Bus | 31.0% | 29.0% | 27.0% |
| Taxi | 0.0% | 0.0% | 0.0% |
| Motorcycle | 0.5% | 0.5% | 0.5% |
| Car Driver | 5.0% | 5.0% | 5.0% |
| Car Passenger | 1.9% | 1.9% | 1.9% |
| Bicycle | 1.9% | 2.6% | 3.2% |
| On foot | 12.6% | 16.9% | 21.3% |
| Other | 1.1% | 1.1% | 1.1% |
| **Total** | **100.0%** | **100.0%** | **100.0%** |

4.5.12. As detailed above, the Residential Travel Plan will seek to promote walking and cycling trips as a priority amongst future residents with a target to increase trips undertaken by active modes to a quarter (24.5%) of all trips with the walking modal share increased to 21.3% and the bicycle modal share increased to 3.2% of all trips over the five-year period.

4.5.13. As detailed above, the location of the development within close proximity to Bromley Town Centre and a range of high quality pedestrian and cycle links will enhance the opportunities for future residents to walk and cycle as their first mode of choice, particularly for shorter distance trips.

4.5.14. With the rise in new technologies such as e-bikes and e-scooters coupled within the provision of cycle parking at the site it is considered that there is great potential to increase the cycle modal share from the existing level. The cycle parking at the site allows for adapted cycles and provides power points for charging electric bicycles and therefore provide an opportunity to incorporate cycling into the daily routine of all residents regardless of age, fitness or mobility. As such, the travel plan targets will aim to promote active travel amongst future residents in accordance with TfL's Healthy Streets Approach. Encouraging residents to walk and cycle instead of using public transport will help to avoid potential future capacity issues on the public transport network whilst also helping site users stay more active.

4.5.15. The baseline modal split will be adjusted to reflect the recorded baseline travel patterns of residents once initial travel surveys have been undertaken. Modal split targets will also be revised to reflect the recorded baseline for residents; these targets will be presented to LBB for agreement. As aforementioned, the baseline travel survey will be undertaken for the development within six months of first occupation of the site. Following agreement with LBB, the targets outlined in Table 12 will be revised accordingly, subject to the results of the baseline modal survey.

# 5. Travel Plan Measures

## 5.1. Introduction

5.1.1. The TP sets the context for providing opportunities to widen travel choices and changes in travel behaviour. In the initial stage of the Travel Planning process, this will be achieved by:

- Improving information awareness; and
- Promoting active travel through design in accordance with the Healthy Streets Approach.

## 5.2. Travel Plan Co-ordinator (TPC)

5.2.1. A Travel Plan Coordinator (TPC) will be appointed to oversee the travel patterns of all residents following occupation of the development proposals. The TPC will be responsible for the implementation, administration and monitoring of the Travel Plan. The TPCs details will be submitted to LBB prior to occupation.

5.2.2. The TPC will be the first point of contact for all residents regarding travel to and from site. They will establish and maintain a database containing all correspondence to and from and relating to the Travel Plan so far as may be practicable or Data Protection permits.

5.2.3. Details of the Travel Plan and TPC contact details will be provided within the Resident Travel Information Pack. Essentially, the TPC will where necessary:

- Provide the main Travel Plan / Transportation contact for all residents;
- Provide a principal point of contact for LBB;
- Liaise with management team and residents;
- Set up and implement an action plan to achieve the TP targets;
- Proactively communicate with residents to champion travel initiatives and encourage sustainable travel modes to and from the site;
- Keep up-to-date information on transport choices for display in communal areas e.g. public transport timetables, cycle plans / parking, car sharing information;
- Monitor resident travel patterns on a regular basis ensuring initiatives adopted are meeting requirements;
- Ensure that the Travel Plan and details on sustainable modes of transport in the vicinity of the site are included in the Resident Travel Information Pack;
- Proactively promote the health and environmental benefits of non-car use;
- Monitor data such as use of cycling facilities;
- Promote the use of the car club and provide information to residents on the car club;
- Address all travel issues raised by residents; and
- Arrange for the submission of the annual Travel Plan monitoring reports.

5.2.4. In the interests of confidentiality, the TPC alone will be responsible for their respective travel databases. They will also be responsible for the distribution of the results to LBB, on request. In the interests of security, only postcode information, and not full address details, will be supplied. A filing system will also be devised and maintained, keeping record of all correspondence relating to the TP.

5.2.5. The TPC will endeavour to establish and maintain a travel database, which will (so far as practicability and subject to Data Protection allowances) include the following information about all residents:

- Mode of travel to work;
- Reasons for driving, if applicable;
- Reasons for not using public transport and other modes, if applicable;

- Measures that would encourage car sharing, use of public transport or other non-car modes for travel to and from the site (usually through the selection of preferred options);
- Estimates of public transport journey times and costs; and
- Resident profile, including age, gender etc.

5.2.6. It is anticipated that the amount of time that the TPC will spend will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the Travel Plan. Given the scale of the development it is envisaged that the TPC will on average spend 2-3 days a month managing the Travel Plan. However, in the first few weeks of occupation of the proposed development and the weeks leading up to occupation it is likely that the role would take up more time.

## 5.3. Travel Plan Measures

Resident Welcome Pack

5.3.1. Residents will be provided with accurate and up-to-date information as soon as the Travel Plan is implemented, in the form of Resident Travel Information Pack (Welcome Packs) to encourage sustainable travel from the beginning. Accordingly, new residents will be presented with travel information as part of their Resident Travel Information Pack which will set out comprehensive details of the following:

- Plans of cycle routes in the area;
- Plans of safe pedestrian routes to local facilities and services;
- Passenger transport timetable information for services in the vicinity of the site and onward connections, including bus and rail timetables;
- Contact details for the bus / rail operators and ticket ordering;
- Details of the car club(s) in operation in the vicinity of the site;
- Contact details for local cycling and other groups; and
- Contact details for local taxi operators.

Notice Boards

5.3.2. Notice boards publicising and promoting sustainable travel initiatives will be displayed within the cycle storage facilities and within central/communal areas of the flats. The noticeboards will be updated by the TPC at interval of no more than every six months. The notice boards will also be used to advertise any long- or short-term changes to bus routes, any road closures or significant roadworks taking place in the vicinity of the site, and details of any upcoming events.

Car Clubs

5.3.3. Car clubs provide a cost-effective and flexible alternative to owning a car and offer the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour, a whole weekend or longer. They reduce the need for people to own their own cars by providing access to conveniently located high quality vehicle on an affordable 'pay-as-you drive' basis.

5.3.4. Car clubs present a cost-efficient way for residents to have the benefits of a car without the need for commuting by one. Not only does this provide a mode of transport for residents to travel to and from work but car clubs provide a viable option for short trips whereby residents can use a car club for meetings or to transport heavy items for example.

5.3.5. As part of the proposals, it is proposed to convert an on-street parking bay to provide an accessible bay car club. Details of car club memberships will be provided within the resident Welcome Packs, on the notice boards and the Travel Plan Webpage.

5.3.6. In accordance with the LBB LIP3, all residents at the site will be offered two years free membership to the car club operator of choice. In addition to this each resident will be offered 20 hours free drive time together with information about the car club upon first occupation and thereafter each year of the free membership offer.

Walking

5.3.7. The opportunities for residents to walk to the site are high with a network of footways providing connections to retail, commercial and residential areas. Walking is free and it doesn't require any special training or equipment. It's also known to help improve mental health and well-being and reduce anxiety, fatigue and stress. Benefits include:

- increases your energy levels;
- lowers your risk of heart disease, stroke, high blood pressure and diabetes;
- strengthens your immune system;
- helps with weight management;
- strengthens your bones and muscles and improves your balance;
- helps you to sleep better;
- improves your mood and self-esteem; and
- helps you to save money.

5.3.8. Residents will also be provided with details of the walking journey planner such as Google Maps, TfL Journey Planner and Wego Here to suggest a route between their home address, work and other leisure destinations. Safety advice when walking will also be promoted, including the www.ramblers.org.uk/advice/safety.aspx advice.

5.3.9. The TPC should liaise with LBB as the local highway authority and other stakeholders to ensure that pedestrian and cycle routes are appropriately maintained. To better inform the discussions with LBB and TfL, the TPC should regularly request and collate residents' comments on improvements which would encourage a greater uptake of walking and cycling. The TPC will also contact LBB for information on events happening in the local area and promote these to residents. The TPC will promote local walking groups such as:

- Bromley Ramblers – www.ramblers.org.uk/go-walking/group-finder/areas/kent/groups/bromley.aspx;
- Bromley Walking for Health – www.walkingforhealth.org.uk/walkfinder/bromley-ramblers-walking-for-health; and
- EnBro – www.enbro.org.uk.

5.3.10. Other measures to encourage walking will include:

- Local area maps of walking routes;
- Raising awareness of the health benefits of walking;
- The promotion of public health campaigns encouraging walking;
- Setting up walking groups among residents; and
- Running pedometer / walking challenges between residents.

Cycle Parking

5.3.11. The proposed redevelopment will provide a number of separate cycle stores at basement and ground floor level. Block A will be accessed via double doors onto Ringers Road and Block B will be accessed via double doors onto Ethelbert Road.

5.3.12. The proposed redevelopment will provide a number of separate cycle stores at basement and ground floor level which together will provide a total of 201 cycle parking spaces;

- Block A Residential – Basement level cycle store for residents providing 70 long stay spaces (two tier stackers) and four enlarged Sheffield stands for adapted bikes and e-bikes;
- Block A Commercial – Three Sheffield stands at basement level providing six long stay spaces;
- Block A Short Stay – 12 Sheffield stands at ground floor level for short stay use by residents and the commercial uses;
- Block B Residential – Basement level cycle store for residents providing 91 long stay spaces (two tier stackers) and five enlarged Sheffield stands for adapted bikes and e-bikes;
- Block B Commercial – Three Sheffield stands at ground floor level providing five long stay spaces;
- Block B Short Stay – 8 Sheffield stands at ground floor level for short stay use by residents and the commercial uses;

5.3.13. Cycle parking provision has been designed in accordance with the London Cycle Design Standards, ensuring sufficient that the proposed development provides sufficient access to storage facilities and appropriate space within those storage rooms to secure a range of cycles. Each cycle store will be provided with Josta 2-Tier stacking systems which have been designed in accordance with the London Cycling Design Guidance.

5.3.14. Further to this, to promote opportunities for cycling for all residents, 5% of spaces (10 spaces) will be designed to accommodate adaptive cycles in accordance with the LCDS. These will be provided in the form of Sheffield stands. A total of four visitor cycle parking spaces will also be provided within the curtilage of the units in the form of two Sheffield stands.

5.3.15. The cycle parking at the site provides power points for charging electric bicycles and the TPC will look to provide a bicycle pump, bike maintenance kit and puncture repair kit within the cycle store.

5.3.16. The provision of high quality and accessible cycle parking for all residents will help to encourage more residents to consider cycling as their first mode of choice, either for formal commuting or educational purposes or for leisure cycling trips.

Local Cycle Clubs

5.3.17. Bromley Cyclists (www.bromleycyclists.org) is a local cycle club that is part of the London Cycling Campaign (a charity that works towards safer, cheaper and happier cycling) that operates within Bromley and organises cycle training and events,= and offers help and advice. Details of the group will be advertised within the Resident welcome packs, on the Travel Plan webpage, and on the notice boards.

Dr Bike

5.3.18. Dr Bike events are run regularly within the Borough where you can get a free MOT for your bike from fully qualified mechanics. They will inspect your bike for you and fix minor faults such as brakes, chain, cables, gears and tyre pressure. They can also advise on the perfect saddle height for you and how to fit your cycle helmet correctly.

5.3.19. Details of these events will be advertised to residents on the noticeboards located in the cycle stores and on the Travel Plan webpage and any social media platforms.

Bromley's Cycle Routes

5.3.20. Over 100 miles of cycle routes are available for use across the Borough with 12 routes linking all town centres that mainly use quiet roads and off-road routes where possible. This creates great cycle links throughout the Borough and provides access to a vast range of shops and amenities.

5.3.21. LBB have created a map of al the cycle routes within the Borough as well as some more detailed maps for specific routes. These aps can be found at;

- www.bromley.gov.uk/downloads/download/181/cycle_route_maps

5.3.22. Details of accessing these maps will be provided within the Resident Welcome Packs, on the Travel Plan webpage and on the notice boards within the cycle storage. Additionally, details of the location of cycle parking throughout the Borough can be found on LBB's website;

- www.bromley.gov.uk/directory/25/cycle_parking_locations

5.3.23. These details will be provided within the Welcome Packs, on the Travel Plan webpage and on the noticeboards.

TfL Cycle Map

5.3.24. TfL's Cycle Map displays all the open and proposed cycle routes across London, as well as the Santander Cycle docking stations. The map can be found at the link below and will be mentioned within the Welcome Packs:

- https://tfl.gov.uk/maps/cycle?intcmp=40402&intcmp=58492&intcmp=60683

TfL Journey Planner

5.3.25. The TfL Journey Planner is an extremely useful tool and can plot a journey from postcode to postcode using public transport, walking or cycling. Walking speed, public transport preference or use of Santander Cycle hire can be chosen to tailor the journey to your specific needs. Information on this tool can be found at www.tfl.gov.uk/plan-a-journey/ and will be included within the Welcome Packs.

Public transport

5.3.26. The publicity, marketing, and promotion of the public transport services will inform residents as to the benefits of travelling by bus and rail. The TPC will ensure that residents are aware of bus and train routes and timetables operating in the vicinity of the site.

5.3.27. Maps identifying the location of and suitable routes to, nearby bus stops and rail stations will be displayed on the notice board. The TPC will consult with LBB and TfL in order to find out the latest proposed routes, any frequency alterations or capacity enhancements.

5.3.28. TfL and Traveline's Journey Planners will also be advertised and promoted to encourage residents to pre-plan their journeys and encourage them to utilise the excellent public transport services on offer within the vicinity of the site.

5.3.29. The TPC will ensure any information on public transport provided on the noticeboards is kept up to date. Details to relevant websites and local time information on public transport services will be mentioned within the Resident Travel Information Pack and on noticeboards.

Promoting Sustainable and Healthy Travel

5.3.30. The TPC should make residents aware of contact telephone numbers and websites which provide information on access to the Site by non-car modes of transport. The main relevant websites are listed below:

- **www.tfl.gov.uk**: offering information on travel choices and public transport journey planning.
- **www.networkrail.co.uk**: provides the full mainline rail timetable and will provide journey times and will plan your mainline rail journey from origin to destination.
- **www.thetrainline.com**: permits rail tickets to be purchased over the internet.

- **www.liftshare.com**: free car-sharing and transport information service. The online matching service to find travel companions.
- **www.zap-map.com/live**: outlines the location of electric vehicle charging points across the UK;
- **www.travelwise.org.uk**: background information on the content and operation of Travel Plans and safe travel to school.
- **www.traveline.org.uk**: national travel helpline to provide up to date public transport information. Tele. No. **0870 608 2 608**.
- **www.bikeridemaps.co.uk**: this site hosts a cycle map database which will enable you to find cycle maps available for your area.

Other Initiatives

5.3.31. The measures identified above are not exhaustive and the TPC will be able to implement other travel initiatives if it is considered that alternative suggestions would maximise the number of journeys made by non-car modes.

5.3.32. The emphasis is for the Travel Plan to be an ongoing working document, which should be periodically updated to ensure that active measures and up to date methods are being employed to encourage the continual development of sustainable travel to the site.

## 5.4. Summary

5.4.1. This chapter has provided an overview of the initiatives that could be implemented as part of the Travel Plan for the site. These initiatives work to achieve the overarching objective of the Travel Plan which is to promote walking and cycling as the primary mode for all trips.

# 6. Implementation and Monitoring

6.1.1. An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that a TP is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.

## 6.2. Funding and Implementation

6.2.1. The Applicant will fund the initial implementation of the Travel Plan for the development for the initial five-year period. This will include the implementation of Travel Plan measures and initiatives, the monitoring of the Travel Plan and the funding of the TPC role. The funding for the Travel Plan is secured through the Section 106 agreement. The amounts will be discussed with the Local Highway Authority before being agreed.

6.2.2. The TPC will implement and monitor the plan, and have responsibility for:

- Offering information on cycle training and cycle maintenance course;
- Implementing and monitoring other initiatives within the Travel Plan;
- Seeking to achieve the Travel Plan targets;
- Regularly monitoring usage of initiatives;
- Managing the Travel Plan budget; and
- Liaising with the local authorities, transport operators and residents.

## 6.3. Securing and Enforcing

6.3.1. To ensure that the Travel Plan is implemented effectively, in addition to the biennial monitoring, a series of remedial measures have been proposed for a scenario in which the Travel Plan targets are not met. These example measures are outlined below:

- Increase the marketing and promotion of the Travel Plan and travel options;
- Review and promote cycle parking facilities;
- Provide additional cycle parking areas;
- Hold sustainable travel weeks and competitions;
- Introduce a further targeted Personalised Travel Planning programme; and
- Hold 'Travel Plan days' to promote the plan.

## 6.4. Monitoring

6.4.1. For the Travel Plan to be successful, the effects need to be recorded and assessed over time. A methodology for the monitoring of the TP is detailed below.

Survey of Travel Patterns

6.4.2. The modal split will be monitored over time as outlined above within Chapter 4. Sufficient time and resources will be allocated to carry out the necessary surveys and the Applicant commits to arranging the monitoring surveys as and when necessary. The initial baseline monitoring will take place within 6 months of occupation of all dwellings. Full monitoring would then take place in years 1, 3 and 5. The survey form will be agreed with LBB prior to undertaking the survey.

6.4.3. The surveys will be analysed in order to establish the effectiveness of the TP in achieving the aims and targets stated within it and identify any required modifications.

6.4.4. All information gathered through the monitoring process will be summarised into an annual progress report and submitted to LBB (and TfL if required). The TPC will be responsible for undertaking monitoring and for reporting the results of the monitoring process.

6.4.5. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan can be evaluated. Monitoring and review will be the responsibility of the TPC.

Scheme Administration

6.4.6. The TPC will be required to keep up-to-date records associated with the day-to-day operation of the Travel Plan. These will include:

- Details of residents' Travel Patterns: This information will be derived from the Travel Questionnaire and will be retained for input into the monitoring and review procedure;
- Monitoring Records: Feedback from the monitoring procedure will be maintained for input into an annual Travel Plan Review process;
- Review Reports: Copies of historic review reports will be retained for reference purposes and for analysis of the longer-term effectiveness;
- Correspondence File: A file will be maintained to include correspondence relating to ongoing management of the Travel Plan;
- Incidents File: An incidents file will be maintained to record travel related incidents, any residents and visitor feedback, and general observations of the TPC.

Consultation

6.4.7. The success of the Travel Plan will rely on the support of residents. The TPC will be in contact with stakeholders to ensure that the principles within the Travel Plan are understood and also that the information as it relates to travel by means other than the private vehicle is relayed through the appropriate channels for all user groups as outlined.

Travel Plan Review

6.4.8. A Travel Plan review will be undertaken every two years, so that the TPC can measure the success of the Travel Plan and to identify the potential for improvements to the travel planning tasks, against the benchmark modal share target set.

6.4.9. The key element of the review will involve reissuing the travel questionnaire. Although the travel literature will be regularly updated, the reissue of the questionnaire to all residents offers the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaire will also yield current modal split information for comparison with data derived at the introduction of the Travel Plan.

# 7. Action Plan

7.1.1. Table 13, Table 14 and Table 15 provide indicative action plans for all stages of development; pre-occupation, upon occupation, and post occupation of the site. The action plans include details of who is responsible for each task and the associated timescales for each action.

7.1.2. Table 13 outlines the pre-occupation Action Plan.

**Table 13 – Pre-Occupation Action Plan**

| Activity | | | When | By Whom |
|---|---|---|---|---|
| **Mode** | **Measure** | **Task** | | |
| **Walking & Cycling** | Site Access | Ensure site access is provided with suitable pedestrian and cycle access provision | Pre-occupation | Developer |
| **Cycling** | Cycle Parking | Provision of cycle parking on-site in line with Published London Plan standards | Pre-occupation | Developer |
| **Cycling** | Cycle Maintenance | Provide a bike pump and puncture repair kit. | Pre-occupation | TPC |
| **All Modes** | Travel Plan Coordinator | Identify and appoint Travel Plan Coordinator (TPC) | Pre-occupation | Developer |
| **All Modes** | Site Visit | Undertake site visit and liaise with sales staff to ensure they are aware of the Travel Plan and its objectives | Pre-occupation | TPC |
| **All Modes** | LBB Liaison | Contact LBB's Travel Plan Officer to confirm action plan and for information on local travel events | Pre-occupation | TPC |
| **All Modes** | Local Liaison | Contact any relevant local TPCs, resident groups and schools etc. | Pre-occupation | TPC |
| **All Modes** | Welcome Packs | Prepare Welcome Packs to supply to new residents | Pre-occupation | TPC |
| **All Modes** | Travel Survey Database | Prepare a database to log and store responses to travel surveys | Pre-occupation | TPC |

7.1.3. Table 14 outlines the 'upon occupation' Action Plan.

**Table 14 – Upon Occupation Action Plan**

| Activity | | | When | By Whom |
|---|---|---|---|---|
| **Mode** | **Measure** | **Task** | | |
| **All Modes** | Website / Social Media | Set up a website and social media pages for the site to provide up to date information about travel and the TP to residents | Upon occupation | TPC |
| **All Modes** | Welcome Packs | Distribute the welcome packs that contain relevant local and transport information (including walking and cycling maps and public transport timetables) to all residents | Upon occupation | TPC |
| **All Modes** | Noticeboards | Provide notice boards at key locations within the buildings and cycle stores | Upon occupation | TPC |
| **Cycling** | Cycle Maps | Ensure all residents are provided with cycle route maps within Welcome Packs, newsletter, noticeboards and online platforms | Upon occupation | TPC |
| **Walking** | Walking Maps | Ensure all residents are provided with walking route maps within Welcome Packs, newsletter, noticeboards and online platforms | Upon occupation | TPC |
| **Public Transport** | Bus and Rail Timetables | Ensure all residents have access to public transport timetables and route maps within Welcome Packs, newsletter, noticeboards and online platforms | Upon occupation | TPC |
| **Car Sharing** | Car Sharing Information | Ensure all residents are provided with information on local car sharing scheme and the availability of car clubs through Welcome Packs, newsletter, noticeboards and online platforms | Upon occupation | TPC |
| **All Modes** | Local Information | Ensure all residents have access to local and national online platforms providing travel advice and journey planner tools and update residents about local promotions and offers | Upon occupation | TPC |
| **Walking and Cycling** | Walking and Cycling Groups | Ensure residents are aware of local walking and cycling groups and consider the creation of such groups amongst the residents | Upon occupation | TPC |
| **Cycling** | Cycle Training | Consider running cycle training sessions for residents | Upon occupation | TPC |
| **All Modes** | Communication | Ensure all residents are aware of the TP and the TPC and their role and contact information by providing details within Welcome Packs and online | Upon occupation | TPC |

7.1.4. Table 15 shows the post-occupation Action Plan.

**Table 15 – Post-Occupation Action Plan**

| Activity | | | When | By Whom |
|---|---|---|---|---|
| **Mode** | **Measure** | **Task** | | |
| **All Modes** | Baseline Monitoring | Undertake the baseline monitoring survey and report and update TP targets if required | Upon occupation of all units | TPC |
| **All Modes** | Maintain Social Media Platforms and Website | Ensure all online platforms are kept up to date with the latest travel information and any upcoming travel events | Ongoing | TPC |
| **All Modes** | Maintain Noticeboards | Ensure all noticeboards are kept up to date with the latest travel information and any upcoming travel events | Ongoing | TPC |
| **All Modes** | Newsletters | Produce a bi-annual newsletter that includes up to date information, reminder of local events, details of any promotions or incentives and safety advice | Bi-annually | TPC |
| **All Modes** | Interim and Final Monitoring | Undertake the interim and final monitoring surveys as outlined in Section 5. Report the results to LBB and revise the TP targets if and when necessary | As stated in Section 5 | TPC |

## 7.2. Travel Plan Timeframe and Contingency

7.2.1. To ensure that the Travel Plan is implemented effectively, in addition to the monitoring, a series of remedial measures have been proposed for a scenario in which the Travel Plan targets are not met. The expected Travel Plan implementation period is 5 years, with specific targets set. If after the 5-year monitoring period, the Travel Plan milestones have not been met then the Travel Plan Coordinator will liaise with LBB to investigate possible contingency measures which could be implemented. An example of possible contingency measures that could be included are stated as follows:

- Increase the marketing and promotion of the Travel Plan and travel options;
- Hold further 'Travel Plan days' to promote the Travel Plan;
- Introduce a targeted Personalised Travel Planning program;
- Review and promote additional cycle parking facilities;
- Introduce additional incentives for sustainable modes.

7.2.2. It should be noted that the above list is an indication of potential future measures and is by no means considered exhaustive or prescriptive of what would be implemented.

# 8. Summary and Conclusions

8.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Ringers Road Properties Ltd to produce a Framework Residential Travel Plan to support a planning application for the demolition of existing buildings and construction of a mixed use development comprising residential units, ancillary residents' facilities (including co-working space) and commercial floor space (Use Class E) across two blocks, along with associated hard and soft landscaping, amenity spaces, cycle and refuse storage.

8.1.2. This TP has been prepared alongside the Transport Assessment (TA) for the planning application for the site. The implementation of measures set out within this Travel Plan and the targets within it will assist in promoting and encouraging the uptake of sustainable travel modes by future site users with a particular focus on active travel.

8.1.3. The aim of this TP is to support the essential travel needs of residents, whilst reducing the overall need to travel and to encourage all site users to adopt healthy, sustainable travel choices in order to increase levels of active travel usage at the site in accordance with TfL's Healthy Streets Approach.

8.1.4. The overarching objectives of this TP are:

- Providing the required information and incentives to residents and visitors to encourage travel to the site via sustainable methods of transport;
- Reduce the transport related environmental impacts associated with resident and visitor trips and servicing at the site;
- Enhance the developer's social responsibility credentials to a wider audience;
- To increase the attractiveness of walking and cycling and encourage residents travelling to and from the site to do so using sustainable modes; and
- To raise awareness of sustainable 'Smarter Travel' modes available to residents.

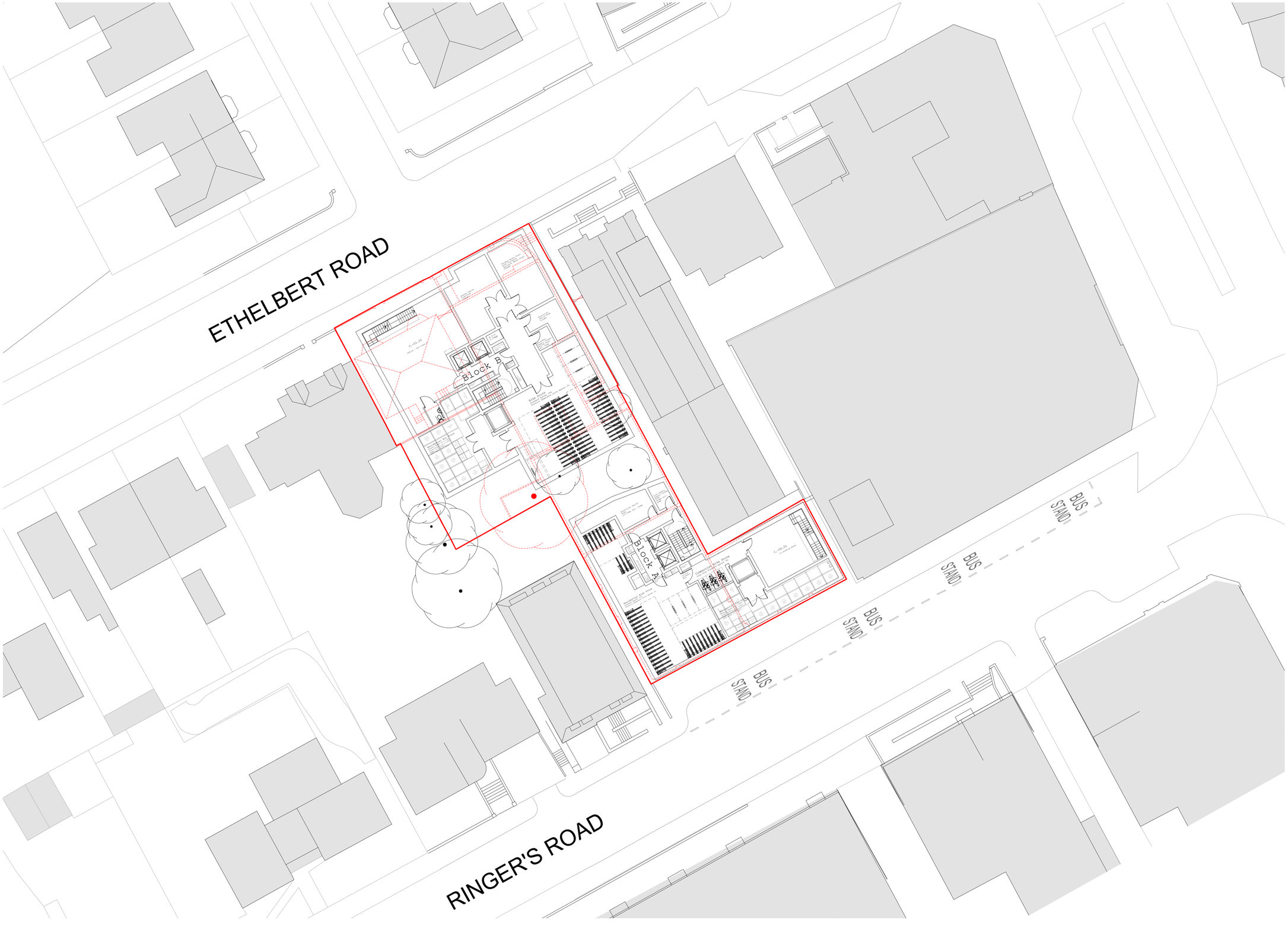
8.1.5. This TP includes a series of measures to promote sustainable modes of transport with a particular focus on active travel in accordance with TfL's Healthy Streets Approach.

8.1.6. All residents will be made aware of the existence of the Travel Plan prior to occupation and upon occupation. This will include an explanation of the details of the plan, its objectives and the roles of individuals in achieving its aims.

8.1.7. Prior to the initial Travel Survey, baseline trip generation multi-modal trip generation for the proposed development has been based upon a combination of TRICS, Census 2011 data and the proposed car parking ratios. However, the baseline modal split will be updated following the baseline surveys which will be undertaken within six months of first occupation.

8.1.8. Indicative modal share targets for the first five years have been set in this TP. These set out the aspirations to increase the proportion of walking and cycling trips amongst residents, in particular through the design the scheme to prioritise active travel and the range of measures outlined within this Travel Plan. The indicative modal share targets will be reviewed upon completion of the initial occupation survey. The Travel Plan's progress will be monitored in accordance with TfL's requirements.

# Appendix A – Proposed Masterplan




Site Boundary
Demolition

| | | | |
|---|---|---|---|
| R1 | Alterations to internal layouts | LC | 21.07.07 |
| R2 | General amendments following comments from fire consultant | LC | 21.09.10 |
| R3 | Updates for Planning Submission | | 27.10.2021 |
| R4 | Amendments to Floor Plans following comments | OH | 05.10.2022 |
| R5 | Addition of 2nd Stair | OH | 23.02.2023 |
| R6 | Amendments for Planning resubmission | LC | 28.04.2023 |

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**Project** | Ringers Road
Bromley

**Client** | The Substantia Group

**Title** | Proposed Lower Ground Floor Site Plan

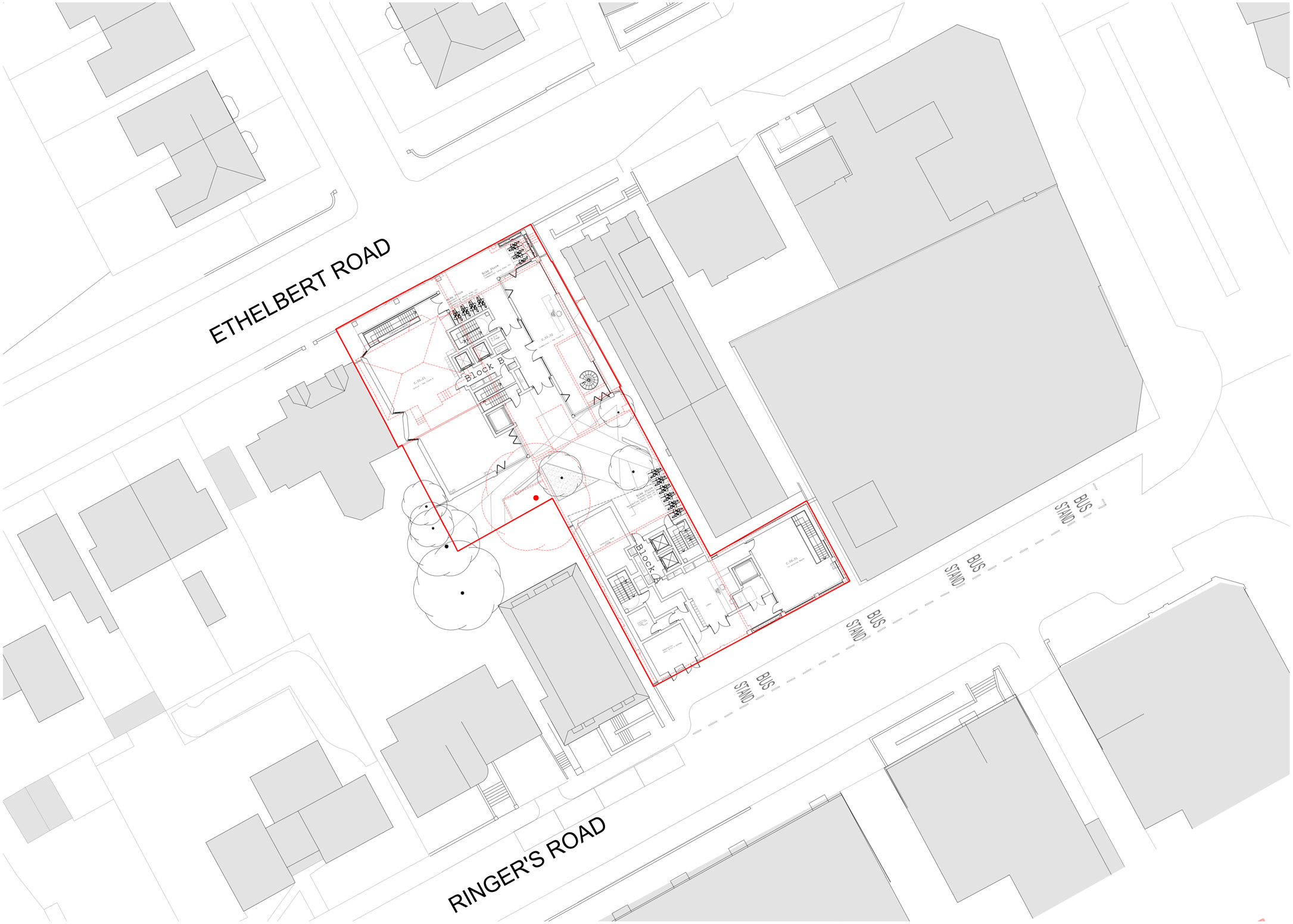
**Status** | PLANNING

**Scale@A1** | 1:200 **Date** | 21.01.21 **Drawn** | GG **Chk'd** | LC

Project Number 18.085
Birm Number

Drawing Number 100.03

Revision R6




Site Boundary
Demolition

| | | | |
|---|---|---|---|
| R3 | Updates for Planning Submission | | 27.10.2021 |
| R4 | Updates for Planning Submission | OH | 20.01.2022 |
| R5 | Amendments to Floor Plans following comments | OH | 05.10.2022 |
| R6 | Addition of 2nd Stair | OH | 23.02.2023 |
| R7 | Amendments for Planning resubmission | LC | 28.04.2023 |

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**Project** | Ringers Road
Bromley

**Client** | The Substantia Group

**Title** | Proposed Ground Floor Site Plan

**Status** | PLANNING

**Scale@A1** | 1:200 **Date** | 21.01.21 **Drawn** | GG **Chk'd** | LC

Project Number 18.085
Birn Number

Drawing Number 100.04

Revision R7

0 1 2 4 6 8 10M

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Site Boundary
Demolition

| | | | |
|---|---|---|---|
| R3 | Updates for Planning Submission | | 27.10.2021 |
| R4 | Amendments to Plans following Comments | OH | 05.10.2022 |
| R5 | Addition of 2nd Stair | OH | 23.02.2023 |
| R6 | Amendments for Planning resubmission | LC | 28.04.2023 |

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**Project** | Ringers Road
Bromley

**Client** | The Substantia Group

**Title** | Proposed Typical Floor Site Plan

**Status** | PLANNING

**Scale@A1** | 1:200 **Date** | 21.01.21 **Drawn** | GG **Chk'd** | LC

Project Number 18.085
Birn Number

Drawing Number 100.06

Revision R6