



LOTS
ROAD

LR27
Draft Travel Plan
Stantec



Lots Road South

Outline Travel Plan

On behalf of **Mount Anvil**



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1 Outline Travel Plan (OTP)

1.1 Overview

1.1.1 This section provides an overview of an outline Travel Plan (OTP) for the Proposed Development, setting out a suite of actions that will be implemented by the developer for the residential use, in order to influence the travel behaviour at the proposed Development. It is anticipated the Full Travel Plan will be secured via condition.

1.2 Objectives

1.2.1 The objective of the OTP is:

“To promote the use of active and sustainable transport modes amongst residents and visitors to and from the Development”.

1.2.2 To support the overarching objective, the following sub-objectives have been set out:

- Appoint a Travel Plan Co-Ordinator (TPC) for the residential units.
- Increase awareness of the OTP and its constituent measures through resident’s welcome packs and regular communication.
- Encourage greater use of sustainable travel modes, particularly cycling and walking, through provision of high-quality cycle parking spaces.
- Influence the travel behaviour of residents and visitors of the proposed Development.
- Reduce the need to travel by single occupancy car vehicle.
- Improve the health of residents and visitors and minimise the proposed Development impacts on the surrounding environment.
- To provide a long-term management strategy which encourages more sustainable travel

1.2.3 The objectives are supported by a set of quantified SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imed) targets so that progress towards achieving them can be measured.

1.3 BREEAM

1.3.1 In accordance with BREEAM guidelines the following measures have been considered when developing the Travel Plan:

- Provision of a public transport information system in a publicly accessible area.
- Provision of electric recharging stations.
- Consultation with the local authority on the state of the local cycling network and on potential improvements.
- Provision of dedicated and convenient cycle storage.
- Provision of cyclists’ facilities.

- Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas.
- Restrictions and enforcement of car parking.
- Pedestrian and cyclist-friendly design (for all types of users regardless of their level of mobility or visual impairment), with the provision of safe crossing points, direct routes, appropriate tactile surfaces, good lighting, and signposting to other amenities, public transport nodes, and adjoining off-site pedestrian and cycle routes.
- Provision of suitable taxi drop-off or waiting areas.

1.4 Travel Plan Management

- 1.4.1 The building user is not known at this stage; therefore, this OTP will be handed by the developer to the building user when this is known at the appropriate future stage.

1.5 Travel Plan Coordinator

- 1.5.1 It is recognised that in order to ensure the Travel Plan is effective, it requires the implementation of a Travel Plan Coordinator (TPC) with the necessary expertise to develop, implement and monitor the Travel Plan.
- 1.5.2 The TPC for the Development will be confirmed in the detailed Travel Plan. It will be the TPC role to manage the Travel Plan and to actively pursue initiatives and ensure the plan is regularly monitored and reviewed during its lifetime. The TPC post will be identified prior to the first occupation of the Development and will be supported by the developer for a period of five years, or upon full occupation, whichever is the greater.
- 1.5.3 The TPC must be available to all site users to answer queries and offer support on the basis of a reasonable response time.
- 1.5.4 The TPC will act as a focal point for liaison on Travel Plan issues between the developer, Development users, local transport operators as appropriate and the Local Planning Authority. The TPC will have an over-arching responsibility to:
- Be the initial point of contact for residents, stakeholders and the Local Authority, with regard to travel issues.
 - Liaise with relevant public transport providers in order to keep up to date with service information and any changes to services.
 - Facilitating the implementation of Travel Plan initiatives.
 - Be the first point of contact for residents and other Proposed Development users wishing to find out more about Travel Plan initiatives.
 - Ensuring that public transport information is kept updated.
 - Organise new initiatives. For example, promote national initiatives such as 'Walk to Work Week'.
 - Motivate others to adopt sustainable travel habits.
 - 'Champion the cause'.

- Be available to provide advice on sustainable travel planning on a personal level in order to promote the Travel Plan and to aid those who need help or information.
- Keep abreast of policy and technology that could promote or facilitate the Travel Plan.
- Attend periodic forums the Local Authority might organise to discuss Best Practice and make decisions about the Travel Plan.
- Undertake or oversee the monitoring and review of the Travel Plan.

1.6 Travel Awareness Campaigns

1.6.1 It is important to ensure that relevant travel information is available to those considering sustainable travel to enable them to make an informed decision as to their mode of transport. This could be through raising awareness of national and local travel awareness campaigns such as:

- National Green Travel Days (e.g. Walk to Work Week);
- Local walking and cycling events and initiatives; and
- Health or environmental related initiatives that link to travel.

Possible Action 1: The TPC will regularly advertise national and local Travel Awareness Campaigns to Proposed Development users through the TIPs.

1.7 Travel Information Pack

1.7.1 Research has shown that the best time to influence peoples travel behaviour is from the outset, before unsustainable travel patterns have had a chance to develop. Therefore, it is important that new residents and employees of the non-residential uses onsite are well informed of the travel choices available to them prior to / upon occupation.

1.7.2 A Travel Information Pack (TIP) is a package of sustainable travel information that informs residents and employees of all the travel options available to them in order for them to make an informed choice over their travel mode. TIPs aim to encourage people to try out, or at least consider the different modes of transport available to them. A TIP will contain as a minimum, the following information:

- Information about the Travel Plan itself and the reasons for its development;
- Local walking and cycling routes;
- Maps highlighting local facilities and the distance and travelling time by mode to each facility;
- Public transport maps and timetables;
- Information on and links to a Car Share and Car Club website;
- Health benefits related to sustainable travel;
- Links to home shopping supermarket website; and
- Details of car share website and how car sharing works.

Possible Action 2: An electronic TIP will be produced and must be circulated to new residents upon moving in.

1.8 Walking and Cycling

- 1.8.1 Walking and cycling are the most sustainable and beneficial modes of transport in terms of health and cost, yet the benefits of these modes can often be overlooked when faced with the time benefits of the private car.
- 1.8.2 Maps highlighting the distances (and time taken) to walk or cycle to local facilities can be a good way to make people aware that they are more accessible than perhaps perceived to be. By making people aware of the short distances, there is more chance of people opting to walk or cycle rather than automatically travelling by private car. This information should be made available from the outset before residents and employees start to establish travel habits and to try to improve facilities for cyclists (where required) through monthly meetings with the Travel Plan Co-ordinator.

Possible Action 3: The developer will ensure connectivity for walking and cycling trips to and from the proposed Development.

Possible Action 4: Cycle stands will be provided in accordance with London Plan standards.

Possible Action 5: The TPC will promote the benefits of walking and cycling in terms of health and cost. This will be through TIPs.

Possible Action 6: The TPC will provide residents with walking and cycling maps for the local area to encourage the use of these modes as part of the TIP. The maps will highlight the distance (and time taken) to walk and cycle to local services and transport hubs. This will be included in the TIP.

Possible Action 7: The TPC will establish and promote a cycle forum in which group rides can be organised for residents and employees and information and tips can be shared. The TPC will also contact local forums and cycle hire facilities to discuss promotions. In addition, free apps could be promoted which allow cyclists to upload their times for particular routes using GPS on mobile phones.

1.9 Public Transport

- 1.9.1 It is important that residents and employees are made aware of the public transport services available to them and are regularly informed of any changes or updates to each service. The latter is particularly important because if people are not informed of changes it could result in negative attitudes towards public transport services.
- 1.9.2 The use of public transport will be encouraged by providing information on:
- service frequency;
 - service operating times;
 - details of where to catch the services and interchange if needed;
- 1.9.3 The TPC should be familiar with the existing services to assist residents in their use. The TPC should regularly check public transport services and inform residents if any changes have

been made. As part of this, the TPC should provide links to relevant travel website such as National Rail, Bus operators, CityMapper and Sustrans.

Possible Action 8: The TPC will refer residents to up to date and relevant public transport information such as bus routes and timetables and bus stop locations.

Possible Action 9: The TPC will liaise with relevant public transport providers in order to seek discounts and keep up to date with offers and changes to services.

Possible Action 10: Promote the use of public transport in the Travel Information Packs.

1.10 Electric Charging Points

1.10.1 Electric vehicles are becoming increasingly popular due to both their environmental and personal benefits including:

- Cheaper to operate than petrol or diesel vehicles;
- Cheaper to maintain than petrol or diesel vehicles;
- Quieter than petrol or diesel vehicles;
- No exhaust emissions;
- Health benefits (from reduced emissions and noise pollution); and
- Home charging instead of journeys to petrol stations.

1.10.2 There will be some provision of electric vehicle charging points on site for those with mobility impairments. The developer will review if the on-Development spaces with charging facilities are sufficient to meet anticipated demand and will consider expanding the provision if necessary.

Possible Action 11: The developer will provide vehicle charging points in accordance with the London Plan associated with the on-site parking for those with mobility impairments.

1.11 Reducing the Need to Travel by Car

1.11.1 The development will be car-free, with the exception of six designated disabled parking spaces. As such, infrastructure and amenities will be tailored to support the limited number of individuals who require vehicle access, ensuring accessibility while prioritising a pedestrian-friendly environment.

Infrastructure

1.11.2 The need to travel by car is reduced by the excellent access to Imperial Wharf Station and Fulham Broadway Railway Stations, multiple bus routes in the vicinity of the Development, and the strategic cycle network as well as the Development's proximity to major employment centres. This will be further supported by public realm improvements made through the layout proposals to maximise pedestrian / cycle permeability through the Development.

1.11.3 Furthermore, there are a number of key local facilities and employment opportunities within reasonable walking distance from the Development, such as a number of schools, community facilities, and several options for grocery shopping and takeaways. This will be promoted

within the information provided by the TPC, such as within the Welcome Packs and on the TP noticeboards.

Flexible and Home Working

- 1.11.4 Working from home (when appropriate) or working flexible hours can provide significant benefits to all parties involved particularly following the COVID-19 Pandemic. A number of these benefits can be seen in Table 1-1 below.

Employers	Employees
Reduction in commuter-related stress in staff which can lead to sickness	Helpful for parents who have young children and may need to work around childcare
Increased staff productivity levels	Reduction in travel costs
Improves retention of employees	Reduction in time spent travelling
Widens the pool of applicants which can be recruited	Reduced stress associated with commuting
Saves office space	Can reduce local congestion

Table 1-1: Benefits of Flexible and Home Working

- 1.11.5 The local community can also benefit from an increase in home working or flexi working as it could reduce local congestion at the peak times, reduce the total number of cars on the road and reduce localised pollution resulting from a congested road network.
- 1.11.6 Therefore, encouraging residents who may be able to work from home-to do so, can act as a significant step in reducing the number of vehicles on the highway network, particularly at peak times. As part of consultation on the community centre uses, its use for remote working by residents will be discussed.

1.12 Efficient Use of Private Vehicles

- 1.12.1 The following provisions for private vehicles are designed to ensure that those who do travel to the development by car do so in a manner that aligns with the principles of low-carbon and sustainable transport. These measures will support essential vehicle access while reinforcing the development's commitment to environmental responsibility and reduced car dependency.

Eco-Driving

- 1.12.2 Eco-driving means smarter and more fuel-efficient driving and represents a new driving culture that makes best use of advanced vehicle technologies whilst improving road safety and contributing to climate protection and pollution reduction. Eco-driving techniques include:
- Driving smoothly to avoid unnecessary braking and acceleration;
 - Changing up a gear early (around 2,000 rpm) to utilise the most efficient gear as soon as practicable;
 - Avoiding excessive speeds;
 - Maintaining vehicles well with regular servicing and correct tyre pressures;
 - Reducing the load in the vehicle when not required; such as golf clubs and pushchairs.

- 1.12.3 Information on these and other eco-driving techniques will be disseminated to residents and employees within their Welcome Packs to ensure that those who continue to travel by car do so as efficiently as possible.

Car Clubs

- 1.12.4 Residents have access to convenient and sustainable transport options through local car clubs. Enterprise Car Club operates several locations in the area, offering a diverse fleet of vehicles—including electric and hybrid models—for flexible, on-demand use. This service is ideal for individuals seeking short-term vehicle access without the costs of ownership. Additionally, the Royal Borough of Kensington and Chelsea supports car club initiatives by partnering with providers to promote shared mobility. These clubs help reduce congestion and emissions while providing practical transport alternatives for urban living.
- 1.12.5 The presence of car clubs within a very short walk offers an excellent alternative to private ownership and justifies the viability of a car-free scheme. Estimates suggest that each car club vehicle put on the street replaces 10.5 privately owned vehicles (according to CoMoUK, the independent UK body responsible for driving the UK's transition towards integrated mobility solutions).

Possible Action 12: disseminate information regarding the local car club provision and the benefits of eco-driving in the resident welcome pack.