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F5	Revisions to Pincott Road	7 October 2022	RD	SME	SME

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1 Introduction

Overview

- 1.1 Pell Frischmann is commissioned by Clarion Housing Group ('Clarion' and the 'Applicant') to provide traffic, transport planning and highways consultancy advice and services in connection with approved masterplan proposals for new residential developments at three existing housing sites, across the London Borough of Merton (LBM) (the 'borough'). Together these three sites, Eastfields, High Path and Ravensbury, are referred to as the Merton Estates and the projects are together referred to as the Merton Estates Regeneration Project.
- 1.2 This Transport Strategy Report has been prepared to provide various transport planning and highways information in support of a Reserved Matters (RM) application for the discharge of Condition 21 relating to Phase 2 of the redevelopment of the High Path Estate in South Wimbledon.
- 1.3 Condition 21 states *"Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout and access shall be accompanied by a detailed Transport Strategy for the relevant phase. This document shall explain:*
- a) *A summary of how the approach relates to the Parking Management Strategy (to be provided as part of the s106) for that part of the development (including but not limited to Car Club provision and details of temporary access and parking arrangements, associated management and enforcement procedures for parking offences on un-adopted roads, as well as the details relating to the displacement of existing residents' parking, and allocation of new parking spaces);*
 - b) *Details of vehicle and cycle parking provision for each of the proposed uses;*
 - c) *Details of electric car charging points with 20% active and passive provision for all other remaining spaces;*
 - d) *Details of motorcycle and scooter parking;*
 - e) *Details of pedestrian and cycle routes throughout that part of the scheme;*
 - f) *Details of pedestrian and vehicle signage and way-finding within the development;*
 - g) *A summary of how the approach relates to the original Transport Assessment; and*
 - h) *A summary of how the proposed Strategy relates to the Travel Plan to be submitted under the s106 Agreement."*

Planning Context

- 1.4 An outline planning application (LBM reference no. 17/P1721) was submitted to the London Borough of Merton (LBM) in April 2017 for the phased redevelopment of the High Path Estate, including the demolition of all existing buildings, to provide up to 1,570 new high quality private and affordable residential units alongside commercial, community, retail and office land uses. Planning committee members resolved to grant planning permission for this development in March 2018 and, following the completion of a Section 106 (S106) legal agreement, a decision notice was issued in April 2019. In addition, full planning permission (LBM planning application reference no. 16/P3738) has been granted for 134 new homes adjacent to the outline planning application site, which will form the first phase of redevelopment.
- 1.5 A Transport Assessment (TA) (dated 2 November 2017), prepared by WYG on behalf of the Applicant, accompanied the outline planning application. Following receipt of post-submission comments from LBM officers on 18 December 2017 and subsequent discussions with planning and highways officers at LBM, a Movement Strategy Technical Note (dated 19 January 2018), also prepared by WYG on behalf of the Applicant, was submitted to LBM. Subsequent to both of these and to satisfy the requirements of Schedule 16, Clause 10, of the Section 106 (S106) legal agreement, a 'Transport Impact Assessment' (TIA) was also prepared and submitted to officers at LBM for approval in April

2019. A draft version for review and comment by LBM officers was submitted on 20 December 2018. This TIA focusses on the impact of four movement options through the proposed Neighbourhood Park within the estate and discussed the impact of each in transport and highways terms.

Proposed Development (Phase 2)

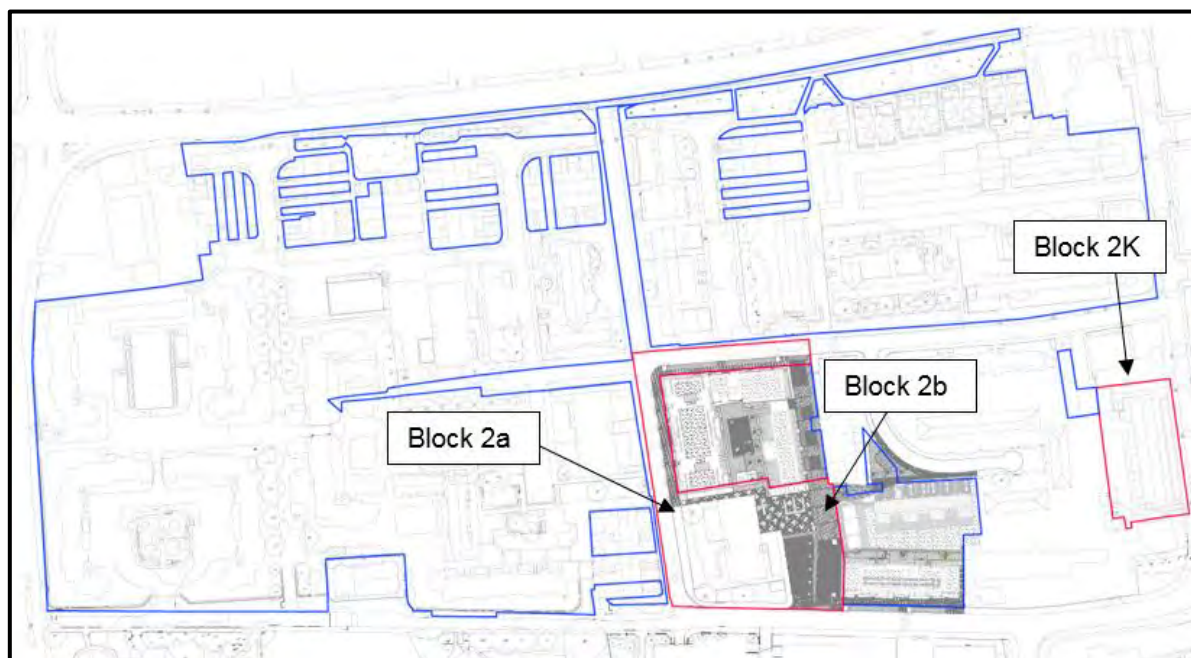
- 1.6 Phase 2 of the High Path development is made up of two components Blocks 02A and 02B sit together on the southern side of the wider site at the junction formed between Pincott Road and High Path and Block 2k sits on the eastern side of the site on Abbey Road.
- 1.7 **Table 1.1** presents the proposed housing mix for Phase 2 of the site.

Table 1.1 Phase 2 Proposed Housing Mix

Accommodation Schedule	Block	Number of Proposed Units
Studio	02A and 02B	1
1 Bed Flat		57
2 Bed Flat / Maisonette		36
3 Bed Flat / Maisonette		9
4 Bed Flat / Maisonette		2
3 Bed House	02k	8
TOTAL		113

- 1.8 Phase 2 also proposes a small commercial unit of 187 square metres (m²) to the south-west, on the corner of High Path and Pincott Road.
- 1.9 **Figure 1.1** presents the site location plan for Phase 2 of the development in the context of the surrounding roads and phases of development.

Figure 1.1 Phase 2 Location Plan



- 1.10 It is proposed to remove the existing width restriction on Pincott Road. Automatic Number Plate Recognition (ANPR) cameras will instead be located on Pincott Road, which will record and issue fixed penalty notices to any prohibited vehicles entering/exiting Pincott Road via High Path.
- 1.11 The ANPR system will allow refuse vehicles to travel north/south via Pincott Road uninhibited. Other large service vehicles, typically including anything larger than a short wheelbase van, will be restricted from entering/exiting Pincott Road via the High Path junction, as they would have been with the previously proposed retention of the existing physical width restriction. As per existing arrangements, all cars will be able to travel north/south along Pincott Road uninhibited.
- 1.12 The proposed ANPR system will therefore operate as per the existing physical width restriction, with the exception of permitting access to refuse vehicles. This will negate the need for refuse vehicles to reverse in or out of Pincott Road to the north. The precise location of the ANPR cameras is yet to be determined. Appropriate signage will be provided to inform drivers of the restrictions in place.

Report Scope

- 1.13 As noted above, this Transport Strategy Report has been prepared to provide various transport planning and highways information in relation to Condition 21 of a RM application for Phase 2 of the redevelopment of the High Path Estate. Each item relates to a specific element of the planning condition. Specifically, this report covers the following items:
- Overarching Parking Management Plan (PMP) / Strategy – A summary of how Phase 2 relates to the Overarching Parking Management Strategy submitted pursuant to the s106 Agreement – including proposed car club provision and details of temporary and permanent car parking arrangements, associated management and enforcement procedures for parking offences on un-adopted roads; also details relating to the displacement of existing residents' parking and the allocation of new car parking spaces.
 - Details of temporary access, parking arrangements and associated management – How temporary access and parking will be managed, with reference to the approved levels of car parking as set out at outline planning application stage and relevant parking standards.
 - Details of vehicle and cycle parking provision.
 - Details of electric vehicle charging – Including details of where electric vehicle charging points will be located and levels of provision, and details of installation and management.

- Details of motorcycle and scooter parking – With reference to approved levels as set out at outline application stage and relevant parking standards.
- Details of pedestrian and cycle routes – Confirming and providing details of proposed pedestrian and cycle routes within Phase 2.
- Details of pedestrian and vehicle signage and wayfinding.
- A summary of how the report relates to the original outline Transport Assessment (TA).
- A summary of how the report relates to the Travel Plan (TP) submitted pursuant to the s106 Agreement.

Report Structure

1.14 For ease of reference, the remainder of this report is structured according to the structure of the list above, with each subsequent chapter addressing a specific item. The remainder of this report is therefore structured as follows:

- **Chapter 2: Parking Management Plan (PMP) / Strategy;**
- **Chapter 3: Details of Temporary Access, Parking Arrangements and Associated Management;**
- **Chapter 4: Details of Vehicle and Cycle Parking Provision;**
- **Chapter 5: Details of Electric Vehicle Charging;**
- **Chapter 6: Details of Motorcycle and Scooter Parking;**
- **Chapter 7: Details of Pedestrian and Cycle Routes;**
- **Chapter 8: Details of Pedestrian and Vehicle Signage and Wayfinding;**
- **Chapter 9: Relationship to Original Transport Assessment (TA);**
- **Chapter 10: Relationship to Framework Travel Plan (FTP); and**
- **Chapter 11: Summary and Conclusions.**

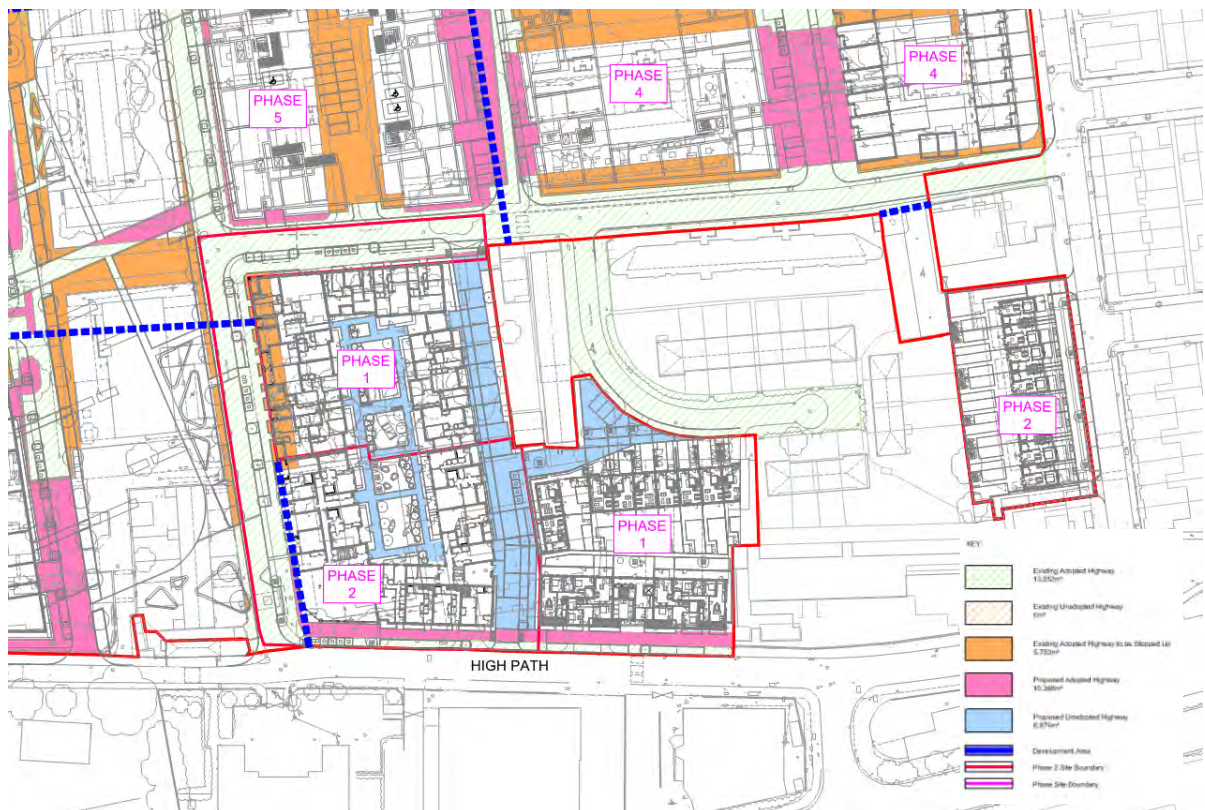
2 Parking Management Plan (PMP) / Strategy

2.1 This chapter will set out a high-level parking management strategy for the High Path Site as a whole, and in detail for Phase 2 of the development. It relates specifically to the first part of Condition 21a which requires “A summary of how the approach relates to the Parking Management Strategy (to be provided as part of the s106) for that part of the development (including but not limited to Car Club provision and details of temporary access and parking arrangements, associated management and enforcement procedures for parking offences on un-adopted roads, as well as the details relating to the displacement of existing residents’ parking, and allocation of new parking spaces.”

Parking Management Plan (PMP) Summary

- 2.2 With the exception of one proposed on-plot car parking space at Abbey Road, no new private off-street car parking will be provided as part of Phase 2. All the car parking spaces provided will be situated on-street and will be managed on the basis of what is private and public highways as per **Figure 2.1** which shows the highway adoption plans for Phase 2.
- 2.3 Existing on-street spaces on Abbey Road within CPZ SW will continue to operate as per the existing situation, it is proposed that the existing estate residents who will move into the properties on Abbey Road would be able to apply for a permit for CPZ SW so that they can park adjacent to their properties.
- 2.4 The area shown in blue on **Figure 2.2** will be unadopted and is known as ‘The Private Mews’ 4 on-street car parking spaces will be provided within the Mews and a parking enforcement company will control and enforce this area of private highway. The adopted streets (in green) will permit on-street car parking which will come forward as uncontrolled, however it is the aspiration that a site wide CPZ is established within the High Path Estate, which is set out in more detail below.

Figure 2.1 Highways Adoption Plan



Controlled Parking Zone (CPZ)

Wider Site

- 2.5 It is the aspiration of the Applicant that a site wide Controlled Parking Zone (CPZ) is established within the High Path Estate alongside the redevelopment. The Applicant is to fund the cost of consultation on the CPZ and works pursuant to section 106 agreement (see Schedule 7). Until a CPZ comes forward the adopted streets within the estate will be unrestricted.
- 2.6 If the High Path Estate site was to have its own dedicated site wide Controlled Parking Zone (CPZ) it would also include the Phase 1 site. The parking bays within the High Path Estate on private streets that will not be in the public highway CPZ would instead be controlled via the Estates management.
- 2.7 In order to prevent overspill parking onto surrounding controlled residential streets, it is proposed that new residents of the proposed development (not decanting of existing residents) would not be able to apply for any existing CPZ surrounding the High Path Estate (Zones S1, S2, S3 and SW for example); this is secured through the s106 Agreement. If a site wide CPZ is to be implemented across the Estate, then on-site residents would be able to apply for a parking permit within this zone.
- 2.8 CPZs are areas in which on-street parking is controlled during specified times. They are the most effective way of managing parking and are commonly used in busy areas across the UK. Some of the benefits of controlled parking include:
- Easier for residents to park near their homes as non-resident vehicles are deterred from its use;
 - Improved safety, with better visibility at junctions due to less illegal and informal parking;
 - Easier access for emergency services, delivery and removal vans; and
 - Reduced traffic and pollution due to residents not searching elsewhere for a parking spaces elsewhere.
- 2.9 The disadvantages of a CPZ implementation include the cost of parking permits which all residents wishing to park in the area must apply for. In addition, the introduction of a CPZ requires designated parking bays to be defined along each road section within the relevant area. This generally results in a loss of parking spaces as compared with an informal arrangement where vehicles would park where enough space is available rather than where there is a space provided
- 2.10 A CPZ application would need to be made by LBM or by the residents of the High Path Estate, if successful LBM would then carry out its implementation.

Phase 2

- 2.11 As with the wider site, the ambition for the Phase 2 on-street car parking spaces will be for them to be managed via a CPZ, all of the parking bays provided within the phase two development are situated along, and visible from, the internal road layout. Therefore, the introduction of a CPZ would ensure that these bays are managed so that they remain accessible for residents of the site who require them.
- 2.12 There are existing spaces along the Block 2K site frontage on Abbey Road which will be retained as per the existing situation. The bays are part of the LB Merton CPZ 'SW' which permits permit holders only to park within the bays Monday to Saturday, 08.30am – 6.30pm.

Car Club

Wider Site

- 2.13 A Car Club Assessment will be undertaken and submitted three months prior to first Occupation of the site at the cost of the Applicant in accordance with Schedule 9 of the Section 106 to define the details of provision further. The s106 sets out a requirement for 4 spaces to be provided at the High Path development, 2 prior to occupation of the first new market unit and 2 prior to completion of the wider site.

- 2.14 Further to this, discussions have been held with a number of Car Club representatives including Zipcar and Enterprise. Zipcar are the current car club operator in the London Borough of Merton, therefore initial discussions have been held to gauge their interest in providing a car club space on the Masterplan Site.
- 2.15 It is understood that Zipcar consider a car club could work well at the Site's location, provided support is received from the developer in the early phases of the development. The current proximity to local transport links is very good, which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of the development will not need a car to travel to / from work— essential to the success of the scheme.
- 2.16 It is considered that the low parking ratio on site should ultimately ensure good uptake of the car club. It is understood that Zipcar normally rely on a parking ratio of less than 0.7 to guarantee car club success.
- 2.17 A developer funded marketing package will help ensure demand for the car on site; the more it is possible to incentivise people to try the service, the more people will use it and consequently the time taken to reach commercial viability will be minimised.
- 2.18 Based on discussions, Zipcar suggest that based upon their experience they would normally look to provide two bays once 400 units have been released. The first vehicle would be installed at this point and when this vehicle achieves a utilisation 15% above the fleet average, for a period of 8 weeks, a second will be added. Two further bays should be provided once 1,000 units have been released. At this point Zipcar and developer will review performance of the vehicles and determine if there is demand for additional vehicles.

Phase 2

- 2.19 A Car Club Assessment will be undertaken and submitted prior to first Occupation of the site at the cost of the Applicant in accordance with Schedule 9 of the Section 106 to define the details of provision further. No Car Club spaces will be provided as part of Phase 2.

Details of temporary access & parking arrangements

Phase 2

- 2.20 The proposals for Phase 2 will result in the loss of seven temporary car parking spaces provided as part of Phase 1. As Phase 2 comes forward, the existing Marsh Court building on the Phase 2 site will be demolished, therefore there will be no need to service this building via the Phase 1 design.
- 2.21 Due to the placement of proposed buildings in Phase 2, the space temporarily being used by the seven temporary parking spaces will be required.
- 2.22 During the construction period all six of the of the parking bays situated on Pincott Road, just before the junction with Nelson Grove Road, will be suspended until the completion of Phase 6.
- 2.23 Residents relocating from properties covered by the Phase 2 boundary to units constructed as part of Phase 1 will be able to take advantage of the car parking provision within the boundary of the Phase 1 site. Residents of the Phase 2 area re-located outside of High Path Estate for the duration of the construction period will be able to take advantage of parking facilities at their new/temporary address. Existing spare capacity of the Estate's road network will be relied on to absorb the displaced parking demand. Additional parking can be provided within the High Path Estate during that time within green spaces across the Estate where it is feasible for such spaces to be provided.
- 2.24 The completion of Phase 2 will result in additional provision of on-street and off-street parking spaces within the boundary of Phase 1, with further provision added with the subsequent construction Phases. This arrangement is proposed to continue for Phases 3 and Phases 4-7.

Management and enforcement offences on un-adopted roads

The Site

- 2.25 The existing private parking bays on the entire High Path Estate are currently controlled and enforced by a private parking management company, Parking Control Management UK Ltd (PCM). The principal method of enforcement is through the issuing of Parking Charge Notices (PCNs). Any vehicle(s) not clearly displaying a valid resident or visitor permit will be issued with a PCN. However, a vehicle(s) displaying a valid resident or visitors permit will also be issued a PCN if they are parked in an area not designated for parking.

Phase 2

- 2.26 It is proposed that PCM or a similar company will continue to control and enforce the private parking bays within the Proposed Development, with the exception of on-plot allocated spaces.

Details of the displacement of existing residents parking

The Site

- 2.27 During construction of Phase 1, it is proposed that parking along Pincott Road and Nelson Grove Road will be suspended in order to allow construction traffic to access the Phase 1 site safely. Parking along the northern side of High Path will also be suspended throughout the construction period. Mitigation measures have been identified as part of Phase 1 to alleviate the impact of parking displacement this closure would cause. Parking beat surveys were carried out within the Estate in November 2014, identifying an element of spare capacity in parking provision within the Estate.
- 2.28 Consequently, as part of the Phase 1 parking management plan, it is proposed that the unallocated parking spaces across the site will be able to accommodate the displaced demand from Pincott Road, Nelson Grove Road and High Path. This approach is based on identified spare parking capacity within the Estate.
- 2.29 Should displacement exceed the spare capacity currently available within the Estate, an alternative measure is to temporarily utilise existing open space within the Estate for parking where possible. Existing open space within the Estate could be temporarily converted to parking areas in order to ensure that vehicles normally using High Path, Pincott Road and Nelson Grove Road for parking but unable to park within the Estate during Phase 1 construction, will not be displaced outside of the estate. All existing open space temporarily converted to parking areas during construction, would, if applicable, be restored to open space upon its completion to be consistent with the principles contained in the overarching masterplan.
- 2.30 It is proposed that parking provision will be managed in a similar manner throughout the remainder of the development process, ensuring that during construction of each stage adequate parking is available for all residents. High Path, together with Merton High Street and Morden Road, will continue to serve as the principal construction access route into the estate during Phase 2 of construction and as such parking is likely to be suspended along its length.
- 2.31 Residents relocating from properties covered by the Phase 2 boundary to units constructed as part of Phase 1 will be able to take advantage of the car parking provision within the boundary of the Phase 1 site. Residents of the Phase 2 area re-located outside of High Path Estate for the duration of the construction period will be able to take advantage of parking facilities at their new/temporary address. Existing spare capacity of the Estate's road network will be relied on to absorb the displaced parking demand. Additional parking can be provided within the High Path Estate during that time within existing open spaces across the Estate where it is feasible for such spaces to be provided.
- 2.32 The completion of Phase 2 will result in additional provision of on-street and off-street parking spaces within the boundary of Phase 1, with further provision added with the subsequent construction Phases. This arrangement is proposed to continue for Phases 3 and Phases 4-7.

Phase 2

- 2.33 The proposals for Phase 2 will result in the loss of seven temporary car parking spaces provided as part of Phase 1. As Phase 2 comes forward, the existing Marsh Court building on the Phase 2 site will be demolished, therefore there will be no need to service this building via the Phase 1 design.
- 2.34 Due to the placement of proposed buildings in Phase 2, the space temporarily being used by the seven temporary parking spaces will be required.
- 2.35 During the construction period all six of the of the parking bays situated on Pincott Road, just before the junction with Nelson Grove Road, will be suspended until the completion of Phase 6.
- 2.36 Residents relocating from properties covered by the Phase 2 boundary to units constructed as part of Phase 1 will be able to take advantage of the car parking provision within the boundary of the Phase 1 site. Existing spare capacity of the Estate's road network will be relied on to absorb the displaced parking demand. Additional parking can be provided within the High Path Estate during that time within green spaces across the Estate where it is feasible for such spaces to be provided.
- 2.37 The completion of Phase 2 will result in additional provision of on-street and off-street parking spaces within the boundary of Phase 1, with further provision added with the subsequent construction Phases. This arrangement is proposed to continue for Phases 3 and Phases 4-7

Allocation of new parking spaces

Phase 2

- 2.38 With the exception of one off-street car parking space at Abbey Road, there are no off-street car parking spaces to be constructed as part of Phase 2, as such no car parking spaces will be allocated to future residents of Phase 2.

3 Details of Vehicle and Cycle Parking Provision

3.1 This section relates to Condition 21b which requires “Details of vehicle and cycle parking provision for each of the proposed uses.”

Vehicle Parking

The Site

- 3.2 It is currently envisaged approximately 0.18 parking spaces per unit will be provided across the High Path development site. For the Estate as a whole, this will therefore result in an overall provision of approximately 304 spaces for the development potential of up to 1,704 residential dwellings (Phases 1 to 7). Excluding Phase 1 (Phases 2 to 7), approximately 0.17 parking spaces per unit would be provided resulting in an overall provision of 269 spaces for a total of 1,570 units.
- 3.3 No dedicated parking spaces are proposed for the non-residential elements of the site including, retail, office, leisure and community uses. Where required, disabled parking can be provided on-street for the non-residential uses. If a blue badge holder is to be employed on site, a request will be made to site management for a blue badge space to be provided as close as possible to the entrance to the non-residential element.
- 3.4 The proposed car parking across the Site is intended to be split between on-plot, on-street and podium parking; these are detailed indicatively in **Table 3.1** below.

Table 3.1 Proposed Car Parking

Type of Parking	Number of Proposed Spaces
Podium Parking (north west of Site)	65 spaces
Podium Parking (south west of Site)	76 spaces
Podium Parking (north east of Site)	37 spaces
Total Proposed Podium Parking	178 spaces
On-Plot Parking (Off-Street Parking)	18 spaces
On-Plot Parking (Garages)	10 spaces
On-Street Parking (including up to 4 for car club vehicles)	98 spaces
Total Proposed Parking	304 spaces
304 spaces for 1,704 units equals a parking ratio of approximately 0.178	
Excluding Phase 1 (Phases 2 to 7) 269 spaces for 1,570 units equals a parking ratio of approximately 0.171	

3.5 The allocation of parking by phase is presented in **Table 3.2**.

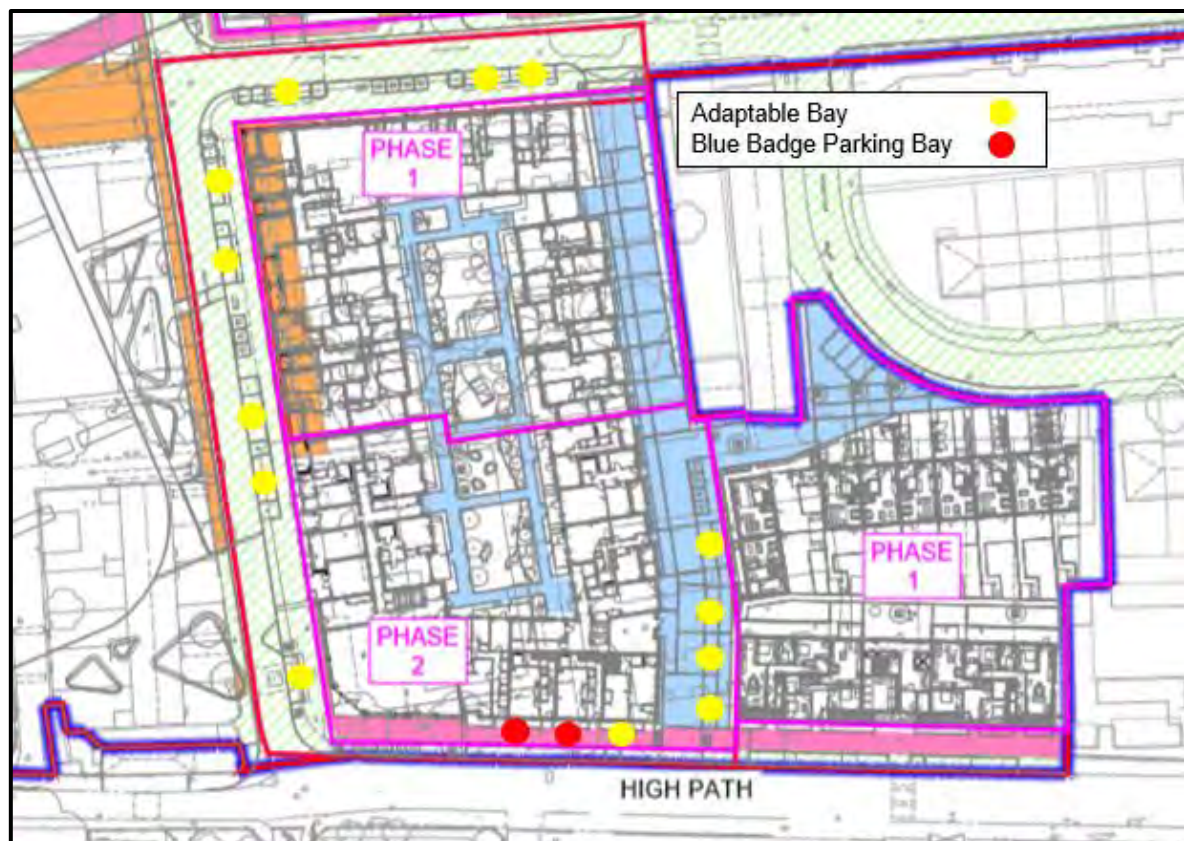
Table 3.2 Parking allocation by Phase

Phase	Number of Units	Number of Parking Spaces
1	134	19
2	113	
3	381	275 (the exact split by Phase is not available at this stage)
4	181	
5	431	
6	230	
7	208	

Phase 2

3.6 15 car parking spaces are provided in Phase 2. Of these spaces 2 will be wheelchair accessible, 13 standard car parking spaces that can be adapted to wheelchair spaces if and when necessary and 1 standard size car parking spaces.

Figure 3.1 Phase 2 – Car Parking



Cycle Parking

The Site

- 3.7 It is intended that long stay cycle parking will be provided within the footprint of the individual buildings with each residential unit having its own individual secure covered cycle parking storage. The cycle parking in the site will be in accordance with the adopted London Plan minimum cycle parking standards.
- 3.8 Short stay cycle parking for visitors of the development will also be provided in the form of Sheffield Stands within the public realm of the Proposed Development.
- 3.9 **Table 3.3** sets out the London Plan (adopted March 2016) cycle parking standards. Cycle parking provision has currently been based on 50% of A1 food retail and 50% of A3 restaurant and cafes. The exact number of cycle parking spaces provided on the site for the A1-A4 uses will vary based on the final split, these will be detailed in each of the reserved matters applications, for each phase of the masterplan. In respect of non-residential floorspace, the application is for flexible uses A1-A3 and D1 and B1 Use Classes.
- 3.10 Cycle parking for long-stay and short-stay will be provided across the masterplan site in line with London Plan minimum standards.

Table 3.3 Minimum Cycle Parking Requirements

Land Use		Minimum Cycle Parking Standards	
		Long Stay	Short Stay
C3	Dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
A1	Retail	From a threshold of 100m ² : 1 space per 175m ²	From a threshold of 100m ² : first 750m ² : 1 space per 40m ² Thereafter: 1 space per 300m ²
A3	Cafes & restaurants	From a threshold of 100m ² : 1 space per 175m ²	From a threshold of 100m ² : 1 space per 40m ²
B1	Business offices	Inner/Central London: 1 space per 90m ²	First 5,000m ² : 1 space per 500m ² Thereafter: 1 space per 5000m ²
D1	Other (library, church etc.)	1 space per 8 staff	1 space per 100m ²
D2	Sports	1 space per 8 staff	1 space per 100m ²

Source: Greater London Authority (<https://london.gov.uk>), 2016 | Arithmetic errors due to rounding

Phase 2

- 3.11 In line with minimum cycle parking standards, for the development of 113 units as part of Phase 2 of the development, the following cycle parking will be required;

Type	1 Bed	2+ Bed	Total Cycle Storage
Resident Parking	58	55	168
Visitor Parking	4		4

- 3.12 Secure cycle parking will be provided within the internal layout of the buildings, with some residents cycle parking/storage to be provided within the dwellings themselves. Additional cycle stores will be accessible from street level, either by being located at ground floor level or through the provision of ramps and lifts.
- 3.13 Visitor parking will be provided in the form of Sheffield stands located on-street, the stands should be situated in a visible location, that is well lit and easy to access.

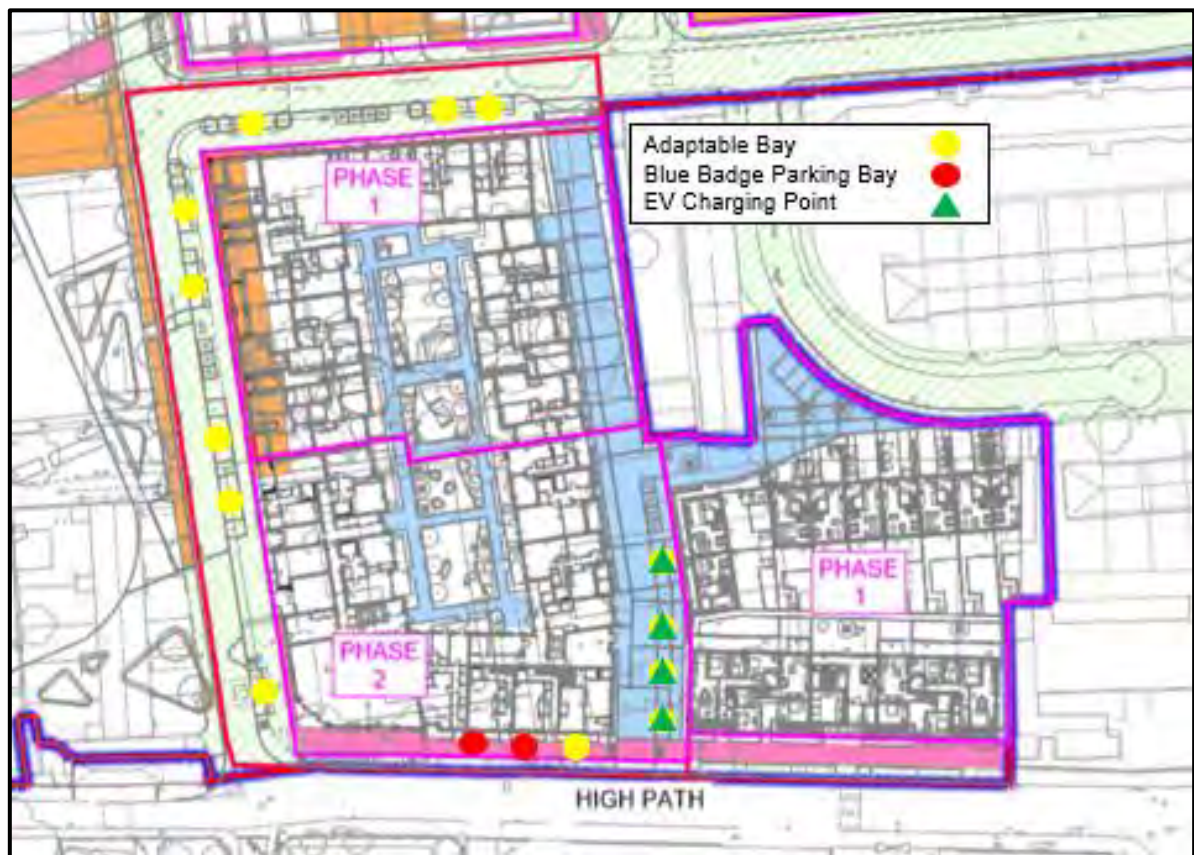
4 Details of Electric Vehicle Charging

- 4.1 This section relates to Condition 21c which requires “Details of electric car charging points with 20% active and passive provision for all other remaining spaces.”

Phase 2

- 4.2 For Phase 2 it is proposed to provide parking for electric vehicles in line with the draft London Plan policy (August 2018) of 20% active and 80% passive provision.
- 4.3 The location of the EV bays are shown in Figure 4.1 and all other spaces will be provided with passive infrastructure.

Figure 4.1 Phase 2 – Cycle and Car Parking and EV Charge Points



5 Details of Motorcycle and Scooter Parking

5.1 This section relates to Condition 21e which requires “*Details of motorcycle and scooter parking.*”

Phase 2

5.2 No motorcycle or scooter parking is proposed for Phase 2 of the development.

6 Details of Pedestrian and Cycle Routes

- 6.1 This section relates to Condition 21f which requires “*Details of pedestrian and cycle routes throughout that part of the scheme.*”

Site Wide

Pedestrian Access

- 6.2 The Proposed Development site as a whole (beyond Phase 2) will have numerous access points from High Path, Merton High Street, Morden Road and Abbey Road. Within the Site, pedestrians will give ample space and, due to the lack of a vehicular link between the west side of the Site and the east side, it will be easier to walk through the Site than it will be to drive, providing incentive for people to choose walking as their mode of transport.

Cycle Access

- 6.3 The Proposed Development will include various access points for cyclists, including from Merton High Street, Abbey Road, High Path and Morden Road, these access points will all link through the site including across the proposed Neighbourhood Park. Given that many of the streets within the Masterplan will be no through routes for general motorised traffic or cul-de-sacs, the nature of the proposed streets will be quietly trafficked so ideal for cyclists.
- 6.4 It is proposed to link the existing east to west cycle track along Merton High Street with the existing west to east cycle track along High Path; this will be along the western side of the proposed park.
- 6.5 The one-way cycle track along High Path outside the existing Trafalgar public house has the potential to be retained, or the footway amended, and the cycle lane re-routed through the proposed park.

Permeability

- 6.6 As shown in **Figure 6.1**, the proposed internal road network throughout the Site will greatly enhance permeability for pedestrians and cyclists, with several new through routes east-west and north-south. At present, there are no direct routes east-west through the Site and only two direct routes north-south, for pedestrians and cyclists. Therefore, the proposals are considered will significantly increase its attractiveness for all users, and in particular, for pedestrians and cyclists.

Figure 6.1 Overarching Movement Plan



Phase 2

- 6.7 A key feature of the Phase 2 aspect of the development is the delivery of car free areas that will enhance the pedestrian and cycling environment and ensure that desire lines of residents and visitors traveling by active modes are as attractive as possible.
- 6.8 New footways will be delivered as part of the Mews between Phase 1 and 2 and Phase 2 will also include enhanced footways on Pincott Road and Nelson Grove Road around the edges of the Phase.
- 6.9 **Figure 6.2** presents the proposed pedestrian and cycling permeability for Phase 2 of the development, routes in green are considered suitable for pedestrian, and in some instance's cyclists, while those in orange focus specifically on cycle connectivity. It should be noted that due to the low levels of traffic flow, on-street cycling is anticipated to be the main movement method for this mode. Phase 2 is coloured in blue.

Figure 6.2 Pedestrian and Cycling Permeability



7 Details of Pedestrian and Vehicle Signage and Wayfinding

- 7.1 This section relates to Condition 21g which requires “*Details of pedestrian and vehicle signage and way-finding within the development.*”

Site Wide

- 7.2 A site wide, coordinated delivery of signage will be provided at strategic locations throughout the site, for vehicles signage will route vehicles through the site by the most suitable route, with directional information provided at key junctions. Where the road or forthcoming roads along the route are restricted, signage will be provided to ensure vehicles do not get stuck when traveling through the site.
- 7.3 For pedestrians, wayfinding will be provided through coordinated signs situated at key pedestrian thoroughfares, it is anticipated that legible signage similar to the legible London ‘face-up’ pillars that are now a feature throughout the capital will be introduced to the site at appropriate locations

Phase 2

- 7.4 Due to the nature of Phase 2 being relatively small, the provision of signage will be maintained to key junctions along the highway.
- 7.5 For pedestrians, wayfinding will be provided at strategic locations for example between Mews Road and Rodney place, near the cycle parking. This will create an active travel hub and will encourage pedestrians and cyclists to make use of this link.

8 Relationship to Original Transport Assessment (TA)

- 8.1 This section relates to Condition 21h which requires “A summary of how the approach relates to the original Transport Assessment.”

Site Wide

- 8.2 This Transport Strategy has been developed by building upon the Original Transport Assessment that received outline planning permission in April 2019. This Transport Strategy therefore applies the approved policy and proposals from the TA into the delivery of the strategy, providing details of how this will be delivered from a high level, site wide perspective.

Phase 2

- 8.3 This Transport Strategy then plays specific focus to Phase 2 of the development and applies the policy guidance detailed within the TA in order to ensure this phase of the development provides the appropriate transport provision in line with policy guidance.
- 8.4 As set out within the Transport Assessment the site is situated within a sustainable location, The centre of Phase 2 blocks 2A and 2B are currently a PTAL Level 4 (good) and the site is forecast to become a PTAL 5 (very good) by 2021. As set out in the sections above phase 2 is brought forward as a low car development with emphasis on travel by sustainable modes which underpins the relationship to the Original Transport Assessment. On this theme, the key links to the Transport Assessment are:
- With the exception of one private off-street car parking space at Abbey Road, no private, off-street car parking provided for residents.
 - All new car parking provided with Electric Vehicle Charging infrastructure (20% active, 80% passive).
 - Footway links provided to key sustainable transport links such as South Wimbledon London Underground station and Morden Road Tram Stop.
 - Cycle Parking provided within safe, secure and sheltered locations within the development in accordance with London Plan Policy.

9 Relationship to Framework Travel Plans (FTPs)

- 9.1 This section relates to Condition 21i that requires “A summary of how the proposed Strategy relates to the Travel Plan to be submitted under the s106 agreement.”

Site Wide

- 9.2 This Transport Strategy’s reflects the strategy for a low are mode share ambition throughout the site. Targets, established in the FTP, will be met through a package of hard and soft measures, some of which have benefited from a more detailed explanation within this Transport Strategy, for example the provision of a Car Club and electric vehicle charging points, or information of walking and cycling linkages and wayfinding.
- 9.3 As stated within the S106 “On a date no later than first Occupation of each Phase of the High Path Development the Owner shall prepare and submit to the Council a draft residential and workplace Travel Plans (or an updated draft residential or workplace Travel Plan in the case of the second and subsequent Phases) and shall implement the Travel Plans (or any updated Travel Plans) following written approval of the same from the Council.
- 9.4 To undertake the following for each Phase of the High Path Development
- to fund any changes to the Travel Plans and works required to implement the requirement of the Travel Plans for each Phase of the High Path Development and for the duration of the High Path Development; and
 - to implement and promote to the Occupiers of each Commercial Unit and Residential Unit the terms of each Travel Plan for each Phase of the High Path Development
- 9.5 Monitoring surveys for each Phase shall be undertaken on an annual basis for a period of five (5) years from the date of Travel Plan being implemented (the Monitoring Surveys).
- 9.6 The Owner will submit a Travel Plan Monitoring Report to the Council on the third and fifth anniversaries of the Travel Plan being approved in accordance with this Schedule.
- 9.7 In the event that the Travel Plan Monitoring Report shows that the Travel Plan has failed to meet the objectives / targets in any respect, then the Owner shall within three months indicate to the Council the remedial measures that it will take in order to secure that the Travel Plan objectives / targets are met and the Owner shall thereafter carry out the new measures so as to ensure that the Travel Plan objectives / targets are met.
- 9.8 In the event that the Owner fails to carry out any Monitoring Survey then the Owners shall pay to the Council its reasonable and proper costs incurred by the Council for carrying out such a survey.”

Phase 2

- 9.9 More specifically, for Phase 2 of the development, this Transport Strategy adopts the aims, objectives and targets of the FTP and applies these at a phase level, ensuring that, in this instance, the delivery of Phase 2 seeks to achieve the ambitions of the Travel Plan. The key elements of Phase 2 that will the Travel Plan to meet its targets are:
- No private, off-street car parking provided for residents.
 - All car parking provided with Electric Vehicle Charging infrastructure (20% active, 80% passive).
 - Footway links provided to key sustainable transport links such as South Wimbledon London Underground Station and Morden Road Tram Stop.

- Cycle Parking provided within safe, secure and sheltered locations within the development in accordance with London Plan Policy.

10 Summary and Conclusions

Summary

- 10.1 Pell Frischmann is commissioned by Clarion Housing Group ('Clarion' and the 'Applicant') to provide traffic, transport planning and highways consultancy advice and services in connection with approved masterplan proposals for new residential developments at three existing housing sites, across the London Borough of Merton (LBM) (the 'borough'). Together these three sites, Eastfields, High Path and Ravensbury, are referred to as the Merton Estates and the projects are together referred to as the Merton Estates Regeneration Project.
- 10.2 An outline planning application (LBM reference no. 17/P1721) was submitted to the London Borough of Merton (LBM) in April 2017 for the phased redevelopment of the High Path Estate, including the demolition of all existing buildings, to provide up to 1,570 new high quality private and affordable residential units alongside commercial, community, retail and office land uses. Planning committee members resolved to grant planning permission for this development in March 2018 and, following the completion of a Section 106 (S106) legal agreement, a decision notice was issued in April 2019.
- 10.3 Phase 2 of the High Path development is situated to the south of the wider site, it is bordered by Phase 1 of the development to the north and east, High Path local road to the south and Pincott Road to the west. It comprises 113 residential units, including houses on Abbey Road.
- 10.4 The parking management strategy provides details of the planned organisation for the internal car parking layouts within the site. This includes a specific Controlled Parking Zone (CPZ) for the site, the provision of car club bays in accordance with the s106 Agreement and the provision of car club memberships for residents to encourage use. Following initial enquiries, an existing car club operator Zipcar anticipate up to 8 car club vehicles should be required across the entire masterplan. The final car club operator for the site is still to be determined.
- 10.5 As each phase of the development progresses, parking lost from the phase under construction will be transferred to other locations within the site on a temporary basis. All green space temporarily converted to parking areas during construction, would be restored to green space upon its completion to be consistent with the principles contained in the overarching masterplan.
- 10.6 Residents relocating from properties covered by the Phase 2 boundary to units constructed as part of Phase 1 will be able to take advantage of the car parking provision within the boundary of the Phase 1 site. Residents of the Phase 2 area re-located outside of High Path Estate for the duration of the construction period will be able to take advantage of parking facilities at their new/temporary address. Existing spare capacity of the Estate's road network will be relied on to absorb the displaced parking demand
- 10.7 The completion of Phase 2 will result in additional provision of on-street and off-street parking spaces within the boundary of Phase 1, with further provision added with the subsequent construction Phases. This arrangement is proposed to continue for Phases 3 and Phases 4-7.
- 10.8 In line with London Plan Guidance, it is proposed that 20 per cent of the proposed car parking spaces within the Phase 2 proposed development will be for electric vehicles with an additional 80 per cent passive provision for electric vehicles in the future.
- 10.9 Details of the pedestrian and cycling movement strategy for accessing the site, and traveling through it, were detailed, this included the provision of additional points of access in order to create a better-connected network.
- 10.10 For Phase 2 the movement strategy included details of the most suitable walking and cycling routes for pedestrians and cyclists when traveling through the site.
- 10.11 The provision of signage for both pedestrians and vehicles has been outlined, wayfinding will be enhanced by ensuring signage is provided at strategic locations within the site.

- 10.12 Information is also provided on the arrangements for delivery and servicing vehicles, including refuse collections. This includes details of the internal site circulations of vehicles.

