



THE AELTC WIMBLEDON PARK PROJECT

UPDATED TRAVEL PLAN

April 2024

Buro Happold
for and on behalf of
The All England Lawn Tennis Ground PLC

51365-BHE-XX-XX-RP-Y-00021 P03

Revision	Description	Issued by	Date	Checked
P01	Issued for planning	NM	27/07/2021	CM
P02	Revised to incorporate TfL's comments	NM	13/12/2022	CM
P03	Revised to incorporate comments from the GLA	NM	26/04/2024	CM

[https://burohappold.sharepoint.com/sites/044623aeltcwimbledonmasterplan/05_Discipline Specific/16_Transport/03 Reports/GLA Consultation/51365-BHE-XX-XX-RP-Y-00021 RevP03 WPP Travel Plan.docx](https://burohappold.sharepoint.com/sites/044623aeltcwimbledonmasterplan/05_Discipline%20Specific/16_Transport/03_Reports/GLA%20Consultation/51365-BHE-XX-XX-RP-Y-00021_RevP03_WPP_Travel_Plan.docx)

This report has been prepared for the sole benefit, use and information of All England Lawn Tennis Ground (AELTG) for the purposes set out in the report or instructions commissioning it. The liability of Buro Happold Limited in respect of the information contained in the report will not extend to any third party.

author **Natalie Maynard**

date **26/04/24**

approved **Chris Mullett**

signature 

date **26/04/24**

Contents

1	Introduction	8
2	Planning Policy and Guidance	18
2.2	National Planning Policy Framework (December 2023)	18
2.3	Planning Practice Guidance (PPG): Travel Plans (March 2014)	18
2.4	Regional Policy - The London Plan (2021)	18
2.5	Regional Policy - Mayor's Transport Strategy (March 2018)	18
2.6	Local Policy - Merton Local Plan (February 2018)	19
2.7	Local Policy - Wandsworth Local Plan 2023-2038 (July 2023)	19
2.8	TfL Travel Planning Guidance (2013)	19
3	Benefits and Objectives of this Travel Plan	20
4	Site Accessibility	22
4.2	Walking and Cycling	22
4.3	Public Transport	28
4.4	Private Shuttle Bus Service	30
4.5	Access Provision for the Mobility Impaired	30
5	Travel Plan Management	31
5.1	Travel Plan Co-ordinator	31
5.3	Securing the Travel Plan and Funding	32
6	Travel Surveys and Mode Split Targets	33
6.1	Introduction	33
6.2	Employee Numbers	33
6.3	Employee Mode Split	33
6.4	Spectators / Guests during The Championships	34
6.5	Baseline Mode Split	35
6.6	Interim Targets for Employees	35
6.7	Targets for Spectators	36
7	Travel Plan Initiatives and Measures	38

7.3	Marketing and Promotional Strategy	38
7.7	Safety	43
7.8	Park & Ride	43
7.9	Measures to Reduce Car Use	43
7.10	Electric Vehicle Parking Spaces/Charging Points	44
7.11	Deliveries	44
8	Monitoring and Review	45
8.1	Travel Surveys	45
8.2	Travel Survey Methodology	45
8.3	Multi-Modal and Parking Surveys	47
8.4	Reporting	48
9	Action Plan	49

Table of Tables

Table 1.1: Summary of Amendments to the Travel Plan (April 2024)	8
Table 4.1 Bus Routes and Peak Service Frequencies (Buses per Hour Per Direction)	29
Table 6.1: Existing Mode Split of Travel for Year-Round Employees (446)	33
Table 6.2: Existing Mode Split of Travel - Employees during The Championships (11,256)	34
Table 6.3: Existing Mode Split of Travel – Spectators / Guests during The Championships (50,000)	34
Table 6.4 Preliminary Mode Split Targets for Year-Round Employees (Pre-commencement Travel Plan)	35
Table 6.5 Preliminary Mode Split Targets for Employees during The Championships (Pre-Commencement Travel Plan)	36
Table 6.6 Observations of Cycle Use during The Championships (2022 / 2023)	37
Table 9.1 Interim Action Plan (Pre-commencement of WPP)	49

Table of Figures

Figure 1.1 Site Location (Source: Ordnance Survey)	10
Figure 1.2 Proposed Masterplan	15
Figure 4.1 Proposed Pedestrian Access	23
Figure 4.2 Proposed Access Points – during The Championships	24

Figure 4.3 Walking Accessibility	25
Figure 4.4 Cycling Isochrone	26
Figure 4.5 Proposed Cycle Parking at the Site – Year Round	27
Figure 4.6 Public Transport Services	28
Figure 4.7 Accessible / Disabled Car Parking Spaces	30

Appendix A Church Road Public Realm Improvements

1 Introduction

- 1.1.1 This Travel Plan (TP) has been prepared by Buro Happold on behalf of the All England Lawn Tennis Ground PLC (AELTG) (the Applicant) in support of a hybrid planning application relating to Wimbledon Park Golf Course, Home Park Road, London, SW19 7HR (the Site). The AELTG herein are referred to as The All England Lawn Tennis Club (AELTC) and the proposed development is referred to as the AELTC Wimbledon Park Project, herein shortened to 'WPP'.
- 1.1.2 The Travel Plan has been updated following the WPP Planning Application being referred to the London Mayor (as the Strategic Planning Authority) and the subsequent direction to both London Borough of Merton (LBM) and London Borough of Wandsworth (LBW) that he (and the GLA) would become the local planning authority and would take over the determination of the planning applications (under the Stage III process).
- 1.1.3 The amendments made are largely in response to clarifying the phased approach to the Travel Plan covering implementation and operational stages, and additional commitments to support active travel. For ease of reference the amendments are summarised in the table below:

Table 1.1: Summary of Amendments to the Travel Plan (April 2024)

Reference	Description
Paragraph 1.2.6	Referenced Traffic Management Order that was made permanent in 2023.
Paragraph 1.3.5 & 1.3.6	Clarified role differentiation between the Travel Plan and Zone Ex. Planning Arrangements.
Paragraph 1.3.7 & 1.3.8	Clarified that the Travel Plan Strategy covers 2 phases, i.e. Implementation Stage (pre-Opening of WPP) and Operational Stage (commencing upon Opening of WPP).
Paragraph 1.3.8	Added commitment to management strategies and monitoring measures.
Paragraph 1.3.9	Added commitment to appointing a Travel Plan Co-ordinator 6 months prior to first Championships after planning permission is granted.
Paragraph 1.3.12	Updated policy references.
Paragraphs 2.2, 2.7.1, & 2.8.1	Updated policy references.
Paragraph 5.1.4 to 5.1.6	More detail added to commitment to provide a travel plan co-ordinator.
Paragraph 5.3.2 & 5.3.3	Added commitment to fund Travel Plan management and monitoring, and a financial contribution to LBM to cover their monitoring costs.
Paragraph 6.1.1 to 6.1.3	Explanation of the two Phases of the Travel Plan.
Paragraph 6.2.2 & 6.3.3	Clarified staff numbers for Championships.
Paragraph 6.5.1 to 6.5.4	Clarification of commitment to Travel Plan monitoring during the implementation stage prior to Opening of the WPP. Commitment to Travel Surveys added pre-commencement of the WPP added to re-establish baseline for the operational phase Travel Plan.

Paragraph 6.6.4 to 6.6.8	Supporting information added regarding suggested targets for employees (pre-commencement of the WPP), which are considered ambitious considering the existing AELTC site has a PTAL of 1b.
Paragraph 6.6.9	Added confirmation that operational targets for employees would be determined following completion of the operational baseline survey and completion of the phased reduction in car parking pre-commencement of the WPP.
Paragraph 6.7.1 to 6.7.6	Added a commitment to carry out spectator travel surveys and to target an increase in active travel for any spectators who live within a 20-minute cycle of the Site
Paragraph 6.7.7 & 6.7.8	Added confirmation that operational targets for spectators would be determined following completion of the operational baseline survey and completion of the phased reduction in car parking pre-commencement of the WPP
Paragraph 7.1.1 to 7.2.2	Added explanation on what Chapter 7 contains and highlighted AELTC's commitment to ongoing engagement with key stakeholders.
Paragraph 7.3.3 to 7.3.5	Expanded commitments to Travel Plan Coordinator's role, Travel Information Pack and Promotional Activity to support more shift to more sustainable travel.
Paragraph 7.3.8	Added commitment to a quarterly Travel Newsletter.
Paragraph 7.3.9	Added commitment to significantly improve sustainable travel information available through the public website and Official Wimbledon app.
Paragraph 7.4.6 to 7.4.9	Increased commitment to providing staff, signage and facilities to support cycling during the Championships.
Paragraph 8.1.4 to 8.1.8	Added commitment to Travel Plan monitoring / surveys prior to commencement of the WPP and once WPP becomes operational.
Paragraphs 8.2.3 to 8.3.11	Added further detail regarding itrace compliancy, obtaining home postcode information to determine how many live within a 20-minute cycle of the Site and agreeing Travel Survey methodology with LBM / LBW prior to going ahead with surveys.
Paragraphs 8.4.2	Added commitment to monitoring programme and reporting. Clarified timing of baseline survey.
Paragraph 9.1	Updated action plan to incorporate updates and additional commitments in the Travel Plan.
Appendix A	Plans updated to reflect adjustments to Church Road concept and to incorporate changes resulting from opening northern area of the site to the public year round.

1.1.4 Figure 1.1 shows the Site location and surrounding context.

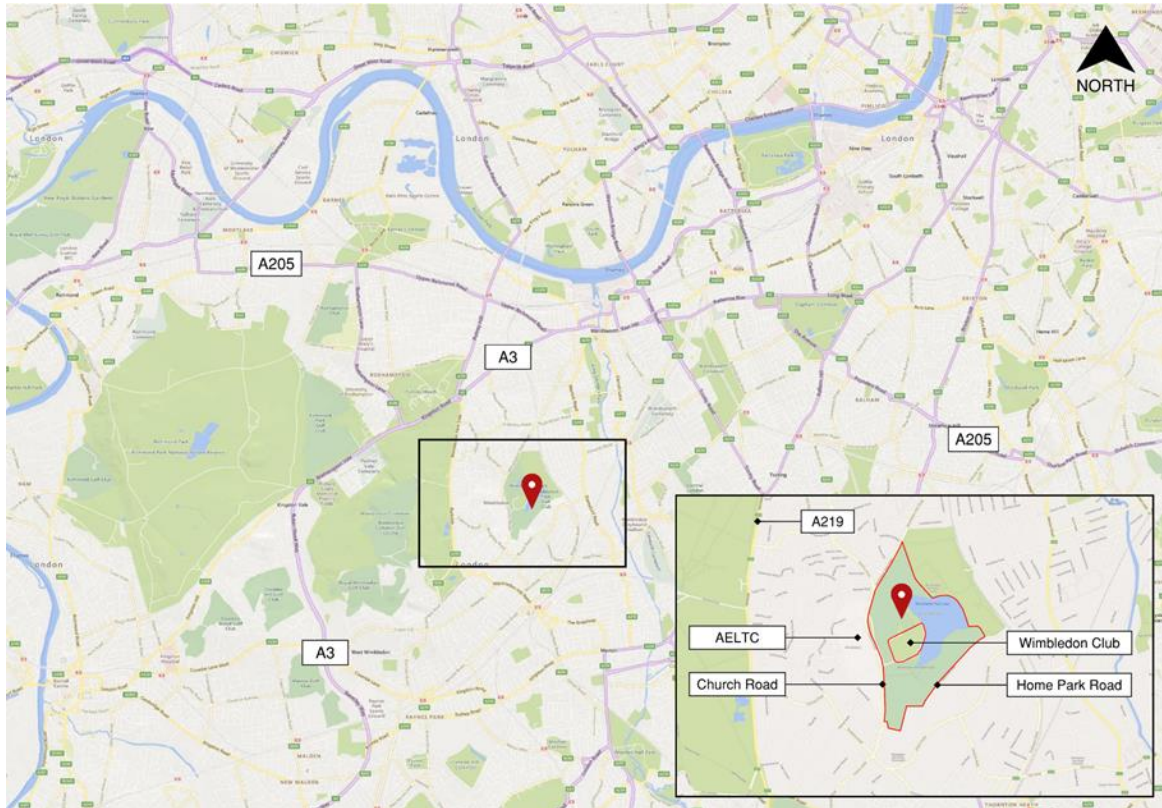


Figure 1.1 Site Location (Source: Ordnance Survey)

1.1.5 The AELTC acquired Wimbledon Park Golf Club in the 1990's and in December 2018, it bought the remaining term of the lease from the golf club. This has significantly increased the clubs' landholdings and provides the opportunity to host the Wimbledon Qualifying event at the expanded site. Currently, the Wimbledon Qualifying Event is hosted at the Bank of England Sports Centre in Roehampton; however, with use of this facility relying on a short fixed term lease, the AELTC are seeking to bring Qualifying to the SW19 site to assist with delivering their long-term vision and strategy, which is centred on two core objectives:

- To maintain the Wimbledon Championships as the premier tennis tournament in the world and on grass; and
- To deliver a positive impact for their local, national, and international communities.

- 1.1.6 In summary, the proposed development is an ambitious and significant expansion of the AELTC's grounds into the neighbouring golf course, which aims to provide an unrivalled player and spectator experience. Alongside this, the proposal aims to deliver significant benefits to deliver a positive impact for the clubs local, regional, and national communities. Further details of the proposed development and the public benefits that will be delivered are set out within the Planning Statement and the Design and Access Statement.
- 1.1.7 The planning application is submitted in hybrid format, which means that some elements of the proposed development are applied for in detail, whilst others are in outline with certain elements reserved for future consideration. This is summarised below.

Detail:

- Provision of 38 grass tennis courts and associated infrastructure.
- Associated reprofiling of the landscape and the removal, retention, and re-planting of trees.
- Provision of 7no. satellite maintenance buildings.
- Construction of a boardwalk around the perimeter of and across Wimbledon Park Lake.
- Improvements to the water quality of Wimbledon Park Lake through de-silting and enhancements to biodiversity of the lake edge.
- Consolidation of pedestrian access points at the northern and southern ends of the site.
- Creation of a new area of parkland with permissive public access.

Outline:

- 1.1.8 The erection of new buildings and structures including:
- 8,000-seat Parkland Show Court incorporating qualifying hub and guest facilities.
 - a central maintenance hub; and
 - 2no. players hubs.
- 1.1.9 All detailed matters relating to these buildings are reserved for future consideration apart from their layout, design, and access, which is sought in detail.
- 1.1.10 Further detail of the proposed development are set out within the supporting planning documentation, including the Design and Access Statement, existing and proposed plans and Design Codes. The proposed development is referred to herein as AELTC Wimbledon Park Project (shortened to 'WPP').
- 1.1.11 Most of AELTC's grounds are located in the London Borough of Merton (LBM), with a section to the north situated in London Borough of Wandsworth (LBW).

1.1 Existing Uses at the Site

1.1.1 The majority of the Site is currently occupied and used by the Wimbledon Park Golf Club; this is a private Club with over 800 members. The Site comprises three main elements:

- The existing 18 hole-golf course, covering approximately 29 hectares. Facilities include a clubhouse with two bars, depot buildings, a pro shop, toilets and car park. The main entrance to the club is from Home Park Road. Visitors are permitted to use the course. The course is closed to all users during The Championships. During The Championships, the course is used intensively as part of the event overlay, hosting hospitality facilities, the Queue, security and visitor facilities, servicing areas and extensive areas of temporary car parking;
- Section of Church Road running between Bathgate Road and the southern tip of the golf course (opposite the junction with Somerset Road). This section of road is adopted highway managed by LBM. The road is two-way with footways along both sides. Outside of The Championships, it is used by bus route 493, which has stops in both directions outside the Lawn Tennis Museum. It is also a key transport corridor during The Championships: it provides the main pedestrian/spectator access to the grounds (for those arriving from Southfields and Wimbledon), includes a number of the main gates for spectators entering the ground, and includes the main servicing entrance for the main AELTC's site;
- Wimbledon Park Lake. It is currently used for water sports; including sailing, kayaking, and angling, which are managed by Wimbledon Park Watersports and Outdoor Centre.

1.1.2 Within Wimbledon Park and located adjacent to, but not within the Site sits The Wimbledon Club (TWC). TWC is a member's only club providing a range of indoor and outdoor sporting facilities, and associated clubhouse, restaurant and bar facilities.

1.1.3 An 18.3-hectare part of the Site to the north is parkland owned by LBM, providing a broad range of sports and play facilities including a small car park, and café, changing room / toilets.

1.1.4 During The Championships, the Site is extensively used for car parking, hospitality, visitor events, security/support facilities and the 'Queue'. Currently approximately 42,000 people attend The Championships each day during this period.

1.2 Proposed Development

1.2.1 The physical elements that are proposed in detail as part of this hybrid planning application include:

- Closure of the existing members' golf club and 18-hole golf course and removal of all golf course features and elements of recent landscaping and ancillary buildings.
- Restoration of the Grade II listed Registered Park to include:
 - Remodelling of the site topography
 - Restoration of historic views; extensive new landscaping; tree planting and tree re-location, and
 - Introduction new integrated Sustainable Urban Drainage features.

- Introduction of habitat improvement works throughout the Site.
 - Potential of permissive access through parts of the Site.
 - Improvements to Wimbledon Park Lake to restore the 18th century historic layout and improve its biodiversity and recreational value. These works will also entail the de-silting of the Lake.
 - The development will introduce a lakeside walk and reinstate the since-lost 18th century southern tip of the lake.
 - Removal of existing fairway trees and new planting of trees throughout the Site.
 - Construction of 38 grass tennis courts. These will be utilised for the Qualifying event, during The Championships and for practice (during The Championships period).
 - Improvements to the public circulation throughout the Site, introduction of a new network of paths to allow enhanced visitor experience throughout the year and for The Championships, and
 - Improvements to Church Road to include:
 - Enhancements to the public realm; and
 - Works to the roadway and new landscaping.
- 1.2.2 The proposals will enable the section of Church Road between the existing AELTC grounds and the Site to be improved and to operate as a pedestrianised zone during The Championships and The Qualifying Event, returning to normal operation outside this period.
- 1.2.3 Additionally, the following elements of the development are proposed in outline only, with details (including final designs) to be proposed and determined as part of a subsequent Reserved Matters planning application:
- A new Parkland Show Court. This will have a seated capacity for up to 8,000 spectators within a humidity-controlled space with a retractable roof. The court will include ancillary support facilities, including amenities; changing rooms; community facilities; and a flexible hospitality space;
 - Construction of a new district renewable energy centre within the basement of the new Parkland Show Court;
 - Construction of a part subterranean centralised maintenance facility (known as the Central Maintenance Hub); and
 - Construction of two new player hubs and up to seven single-storey maintenance hubs around the Site.

- 1.2.4 A range of wider public benefits are also being considered, which may include the provision of permissive access through parts of the Site for the general public.
- 1.2.5 Separately to this planning application, the Applicant has been consulting with LBM on a scheme to partially close Church Road to non-Championship through-traffic between 08:30 and 23:30 for the duration of the 2021 and 2022 Championships; this was implemented through an Experimental Traffic Management Order (ETMO). The closure was intended to assist with the mitigation of security threats against crowded spaces, enhanced road safety and crowd flow management. It is noted that cycle and pedestrian movements not related to The Championships were still permitted as part of the ETMO.
- 1.2.6 It is noted that the closure of Church Road to traffic was secured through a permanent TMO for the 2023 Championship, on the grounds that the road closure offered significant operational and public benefits. It is expected that this arrangement will continue to be delivered for subsequent Championships. Under these arrangements pedestrians and cyclists will continue to have access to Church Road during The Championships, unless LBM or the Metropolitan Police Service adopt measures that require closure on the grounds of prevailing safety and security threats.
- 1.2.7 Beyond the implementation of the WPP, resulting in revisions to the existing secure boundary, AELTC will work with the relevant stakeholders to identify and agree the appropriate measures for securing both The Championships as well as accommodate non-Championship users in the most appropriate manner; this will be dealt with on an annual basis.

1.2.8 The proposed masterplan is shown on Figure 1.2.



Figure 1.2 Proposed Masterplan

1.3 General Travel Plan Strategy

- 1.3.1 A Travel Plan is a long-term management strategy, which encourages sustainable travel for new and existing developments. The key aim is to inform employees and spectators / guests of travel alternatives to that of the car, particularly Single Occupancy Vehicle (SOV) trips, by promoting active travel and other sustainable travel modes with a view to creating sustainable communities consistent with the overarching aims of the National Planning Policy Framework (NPPF).
- 1.3.2 Travel Plans are dynamic documents that evolve over time with changing travel needs. They are not meant to be onerous documents, but rather developed to enhance awareness of alternative modes of travel to the single occupancy private car.
- 1.3.3 This Travel Plan has been prepared to outline the general strategy for managing multi-modal access at the Site whilst focusing on promoting active travel and access by sustainable modes. In particular, to encourage walking and cycling wherever possible as these modes bring environmental and health benefits and can reduce the reliance on taxis and private car for local travel.
- 1.3.4 The aim is to provide employees and spectator / guests with all the information they need to make sustainable travel choices easier from the outset.
- 1.3.5 The Applicant is committed to developing this Travel Plan in collaboration with key stakeholders including LBM, LBW, Transport for London (TfL) and other key stakeholders alongside the event management plan (Zone Ex Planning Arrangements) that is currently in place at the Site..
- 1.3.6 The 'Zone Ex' plan covers measures such as Traffic Management Orders (TMOs) and associated parking enforcement, event traffic routing and diversion, car parking arrangements, hostile vehicle mitigation (HVM) measures, and management arrangements relating to the public transport network. Key elements of the traffic management plans are checked and tested with key stakeholders in January of each year, where the Applicant engages with LBM / LBW, TfL as well as the Metropolitan Police Service and bus and taxi operators.
- 1.3.7 The Travel Plan strategy for WPP effectively covers two phases, aligning with the planning conditions.
- A Pre-Commencement Championships (Main Site) Event Travel Plan, that covers the period up to and until the WPP is fully operational; and
 - An Operational Travel Plan, that covers a period after the WPP is fully operational.
- 1.3.8 The Travel Plan includes management strategies and monitoring measures that will be implemented prior to commencement of the WPP, and following completion of the WPP.
- 1.3.9 The Applicant will appoint a Travel Plan Co-ordinator 6 months prior to the first Championships that take place following a planning consent. The Travel Plan Co-ordinator will act as the promoter of this Travel Plan to secure its implementation, as well as being the key contact for employees and visitors at the Site.

- 1.3.10 This Travel Plan comprises general (interim) site-wide measures, initiatives and targets, which would be led by the AELTC to encourage employees and visitors to use more sustainable means of transport. Preliminary modal split targets have been made for the Site and these will be compared with the modal split obtained as part of the Travel Surveys following completion of the WPP (refer to Chapter 6).
- 1.3.11 The Travel Plan is a 'living document', which will be actively promoted with employees and visitors and will be reviewed and revised over time in consultation with LBM and LBW. It will be a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the Site.
- 1.3.12 Whilst preparing this Travel Plan, reference has been made to the following useful information sources:
- National Planning Policy Framework (NPPF) (December 2023);
 - National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014);
 - Transport for London (TfL) Travel Planning Guidance (November 2013);
 - Greater London Authority (GLA) London Plan (March 2021);
 - Mayor's Transport Strategy (2018);
 - Merton's Local Plan (February 2018) and Emerging Local Plan (due to be adopted in 2024);
 - Wandsworth's Local Plan 2023-2038 (July 2023); and,
 - Department for Transport (DfT) Cycle to Work Scheme Guidance (June 2019).
- 1.1.12 It is noted that a Construction Travel Plan will be secured by condition.

2 Planning Policy and Guidance

2.1.1 The following sets out the policy and guidance relevant to this Travel Plan.

2.2 National Planning Policy Framework (December 2023)

2.2.1 The NPPF states that a travel plan is *"a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed"*.

2.2.2 The NPPF also states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.

2.3 Planning Practice Guidance (PPG): Travel Plans (March 2014)

2.3.1 This guidance covers:

- When a travel plan is required
- How the need for and scope of a travel plan should be established
- What information should be included in travel plans
- How Travel Plans should be monitored.

2.3.2 This guidance provides advice on what information should be included in travel plans and on how it should be monitored. It states that *"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate."*

2.4 Regional Policy - The London Plan (2021)

2.4.1 Chapter 10 of the London Plan sets out the transport policy. It recognises that the use of Travel Plans can help reduce emissions by promoting alternatives to the car.

2.4.2 It states that Workplace travel plans should be produced in accordance with the relevant Transport for London guidance, which is discussed later in this chapter.

2.5 Regional Policy - Mayor's Transport Strategy (March 2018)

2.5.1 The new Mayor's Transport Strategy, released in March 2018, sets out the Mayor's vision for transport in London over the next 25 years. The strategy focusses on three key themes:

- **Healthy Streets and healthy people** – providing accessible, well-designed space for walking and cycling to enable active, inclusive and safe travel. Using street space more efficiently and reducing traffic levels through freight management and reducing private car trips. Improving air quality and environment, ensuring the city's transport system is resilient to the impacts of severe weather and climate change.

- **A good public transport experience** – improving affordability and customer services so services are more accessible and easier to use. Improving accessibility so the whole public transport network is more convenient to use. Shaping and growing the bus network to provide convenient, reliable, accessible public transport options where they are needed. Improving rail services and tackling crowding to make the most efficient way of moving people over long distances more reliable, comfortable and appealing.
- **New homes and jobs** – Shaping the type of growth in London, using transport services to create high-density, mixed-use places where people can walk and cycle to local amenities and use public transport for longer trips. Shaping the city, using transport to support and direct good growth, so the potential for new jobs and homes in underdeveloped parts of the city can be unlocked.

2.5.2 To encourage more Londoners to walk, cycle and use public transport, the Mayor of London, and Transport for London (TfL) are taking the Healthy Streets Approach to put people and their health at the centre of decisions about how we design, manage and use public spaces. It also seeks to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.

2.5.3 As part of this, workplace travel planning will be used to support the delivery of the healthy streets approach.

2.6 Local Policy - Merton Local Plan (February 2018)

2.6.1 The Local Plan vision is to create sustainable well-designed safe neighbourhoods. It specifically requires the submission of Travel Plans to accompany development proposals which meet or exceed the thresholds in the relevant Transport for London guidance.

2.7 Local Policy - Wandsworth Local Plan 2023-2038 (July 2023)

2.7.1 The Local Plan confirms that Travel Plans should be prepared if development proposals meet the indicative thresholds set out in the National Guidance from 2007 (Department for Transport Guidance on Transport Assessment). This threshold requires a Travel Plan for F2 (c) developments (Areas or places for outdoor sport or recreation – formerly D2 use) equal to or more than 1,500sqm.

2.8 TfL Travel Planning Guidance (2013)

2.8.1 TfL's Travel Planning Guidance sets development scale thresholds above which a Full Travel Plan should be prepared. This threshold requires a Travel Plan for areas or places for outdoor sport or recreation (F2 (c) type use – formerly D2) equal to or more than 1,000sqm.

2.8.2 In accordance with planning policy and Guidance, this Travel Plan has been submitted as part of the planning application setting out the general site-wide strategy for reducing car travel and encouraging more sustainable forms of transport by increasing awareness of travel options.

3 Benefits and Objectives of this Travel Plan

3.1.1 The overall approach of a Travel Plan is to assist people in finding ways to travel sustainably and placing an emphasis on encouraging walking and cycling, which bring environmental and health benefits.

3.1.2 The benefits of a Travel Plan are as follows:

- By encouraging walking and cycling it will provide opportunities to build healthy exercise into daily life;
- The business/organisation can benefit from increased productivity generated by healthier, more motivated workforce, potential cost savings, reduced congestion, reduced demand for car parking and improved access by employees, visitors and deliveries;
- The local community can enjoy lower pollution levels, reduced congestion, reduced journey times, improved public transport services and energy savings; and,
- The environment generally can benefit from improved air quality, less noise, and reduced impact of other national and global environmental problems such as global warming.

3.1.3 The Travel Plan is not designed to deny the freedom of car use. It seeks instead to reduce the potential for congestion, to improve air quality and to resolve parking issues that may affect the Site and its immediate surroundings.

3.1.4 Through a range of initiatives, the Travel Plan will help the Applicant manage the travel needs of employees and visitors and to increase the range of travel options by which the Site can be accessed. Moreover, the promotion of walking and cycling initiatives will bring environmental and health benefits.

3.1.5 The primary objective of the Travel Plan is to reduce unnecessary vehicular trips to and from the Site, in particular single occupancy private car travel where suitable alternative modes of travel are available.

3.1.6 The objectives of the Travel Plan are to:

- Ensure the Site is accessible to all and respects the needs of vulnerable groups such as those with mobility problems;
- Minimise the impact of congestion, noise and pollution;
- Where appropriate, reduce the need for unnecessary travel and ensure that those that do have to travel do so in a way that is sustainable;
- Specify measures to encourage employees and visitors to use travel modes other than the car;
- Minimise the number of Single Occupancy Vehicle (SOV) trips;
- Promote the use of public transport, motorcycles, car sharing, walking and cycling when getting to and from the Site;
- Reduce the environmental impact of travel demand by raising awareness amongst employees and visitors and by encouraging environmentally friendly behaviour; and

- Minimise delivery vehicle trips by appropriate scheduling and/or through emission reduction initiatives.

4 Site Accessibility

4.1.1 This chapter sets out the context of the Site in terms of accessibility.

4.2 Walking and Cycling

4.2.1 It is proposed to improve general pedestrian accessibility in and around the Site as part of the WPP with enhancements to public realm and landscaping on Church Road as well as improved connectivity to/from Wimbledon Park and a new lakeside walk.

4.2.2 Significant public realm improvements are proposed on Church Road, the details of which are to be secured through a separate s278 application, and these are summarised below:

- Provision of a new pedestrian access to the southern parkland area at the south-west corner of the Site;
- Widening in places of the eastern footway on Church Road to ensure a minimum 2m wide footway is provided along its length to comply with TfL guidance for accessibility;
- Resurfacing of the carriageway along Church Road in the vicinity of the Site to improve environmental quality and support the 20mph zone;
- Raising the carriageway at access points to improve east west connectivity at the Site, whilst also creating a speed tables / traffic calming measures to support the existing 20mph zone;
- High quality / natural stone paving adjacent to Centre Court to improve the setting year-round and provide stronger connectivity during The Championships;
- Renewing street furniture and street lighting on Church Road in the vicinity of the Site;
- Introducing the necessary security features to support The Championships;
- Repositioning the existing northbound bus stop on Church Road, and removing the bus laybys; and
- A proposed bus shelter for the repositioned northbound bus stop.

4.2.3 The full proposals for Church Road are indicated on the drawing included in Appendix A. It is noted that the public realm proposals are subject to minor change, but the principles will be as described above.

4.2.4 The proposed pedestrian accessibility at the Site (when The Qualifying Event and The Championships are not taking place) is shown on Figure 4.1.

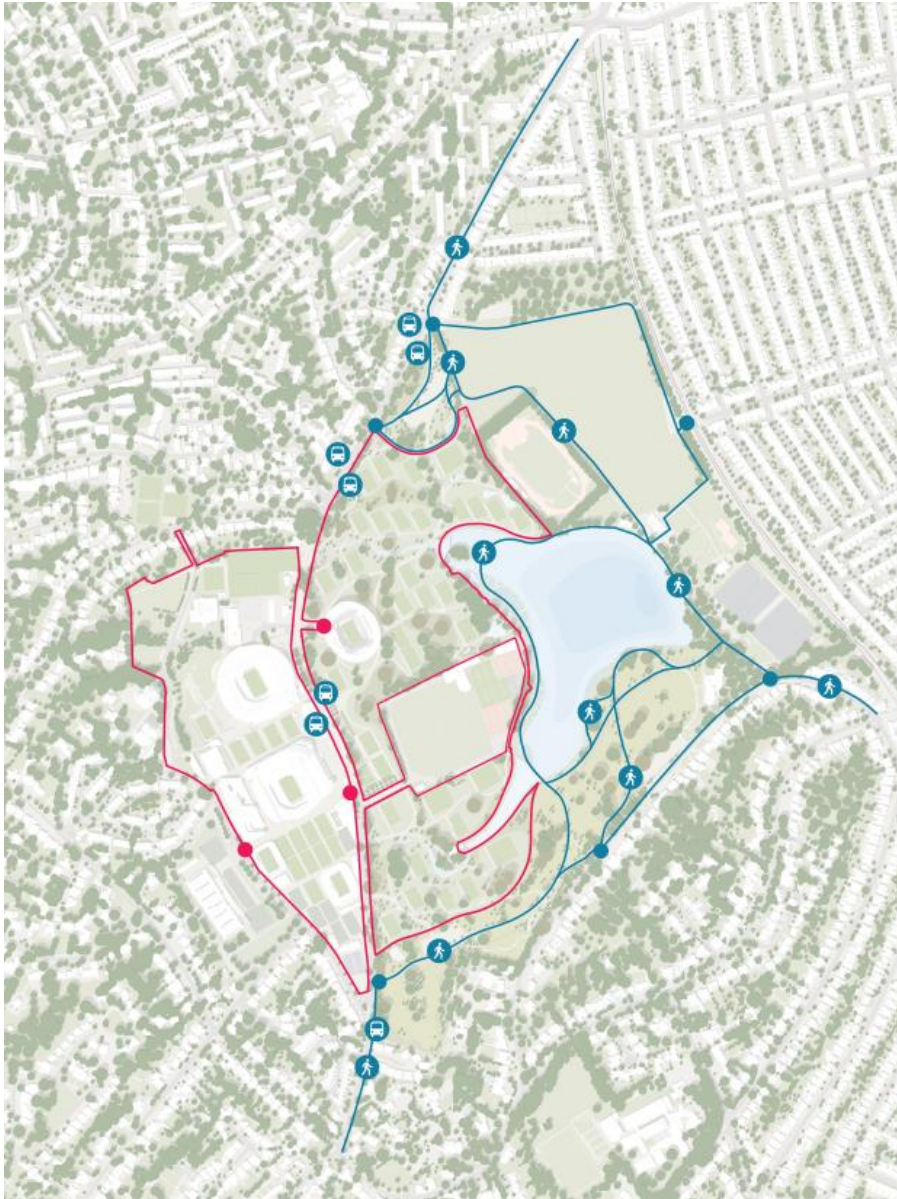


Figure 4.1 Proposed Pedestrian Access

- 4.2.5 Year-round, permissive public access will be given to the southern parkland, creating a new public amenity for local residents and visitors to the area. As indicated on Figure 4.1, four principal access points to the southern parkland are proposed. One is in the south-west corner of the Site directly onto Church Road and another on Home Park Road, south of the existing access to the golf club. Access to the new boardwalk is on the west side of the lake and to the north of the golf club house; both these accesses will provide new connections into Wimbledon Park to the north and west respectively.
- 4.2.6 Pedestrian access to the grass courts area will be from the west via Church Road. The grass courts area will not be accessible to the public during The Qualifying Event and The Championships and for occasional events/Club member activities.

- 4.2.7 Public access to the northern tip of the site is also proposed, connecting the area north of the Northern Gateway with Wimbledon Park.
- 4.2.8 Pedestrian access to Wimbledon Club will be retained at its current location on Church Road.
- 4.2.9 The proposed access points during The Championships by user are shown on Figure 4.2.

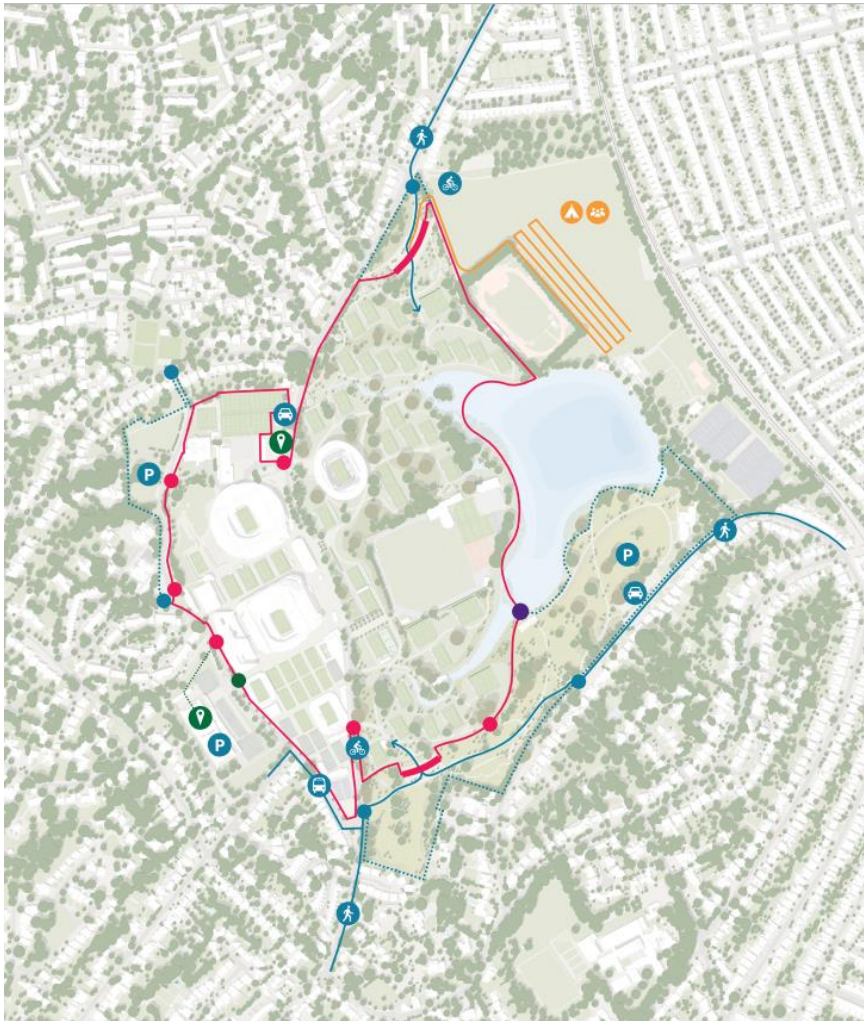


Figure 4.2 Proposed Access Points – during The Championships

- 4.2.10 Figure 4.2 shows that there would be two principal spectator accesses to the Site during The Championships; a northern pedestrian access is proposed from Wimbledon Park Road, south of the vehicle access to Wimbledon Park. A southern access is proposed, with access from Church Road and Home Park Road, via the southern parkland.
- 4.2.11 The Queue will continue to be located in Wimbledon Park north-east of the Site, with access from Wimbledon Park Road as per the existing arrangements. Once in the Park, spectators in the Queue would enter the Site via the northern spectator entrance shown in Figure 4.2. The Staff / contractor / accreditations pedestrian access is proposed from Somerset Road and Bathgate Road into the main AELTC site west of the Site. The Debenture pedestrian access to the Site is from Home Park Road, entering via the southern spectator access.

4.2.12 The temporary closure of Church Road during The Championships will allow pedestrians to freely and safely move between both parts of the event area either side of Church Road in the future. During The Championships, the secure line will be extended to include part of Church Road. As described in Section 1.2, the operation of Church Road will be dealt with on a yearly basis using a TMO. AELTC will work with stakeholders to agree appropriate measures for securing both The Championships as well as accommodating non-Championship users, in the most appropriate manner.

4.2.13 Figure 4.3 shows the areas that can be reached with only in a 15-minute walk of the Site.

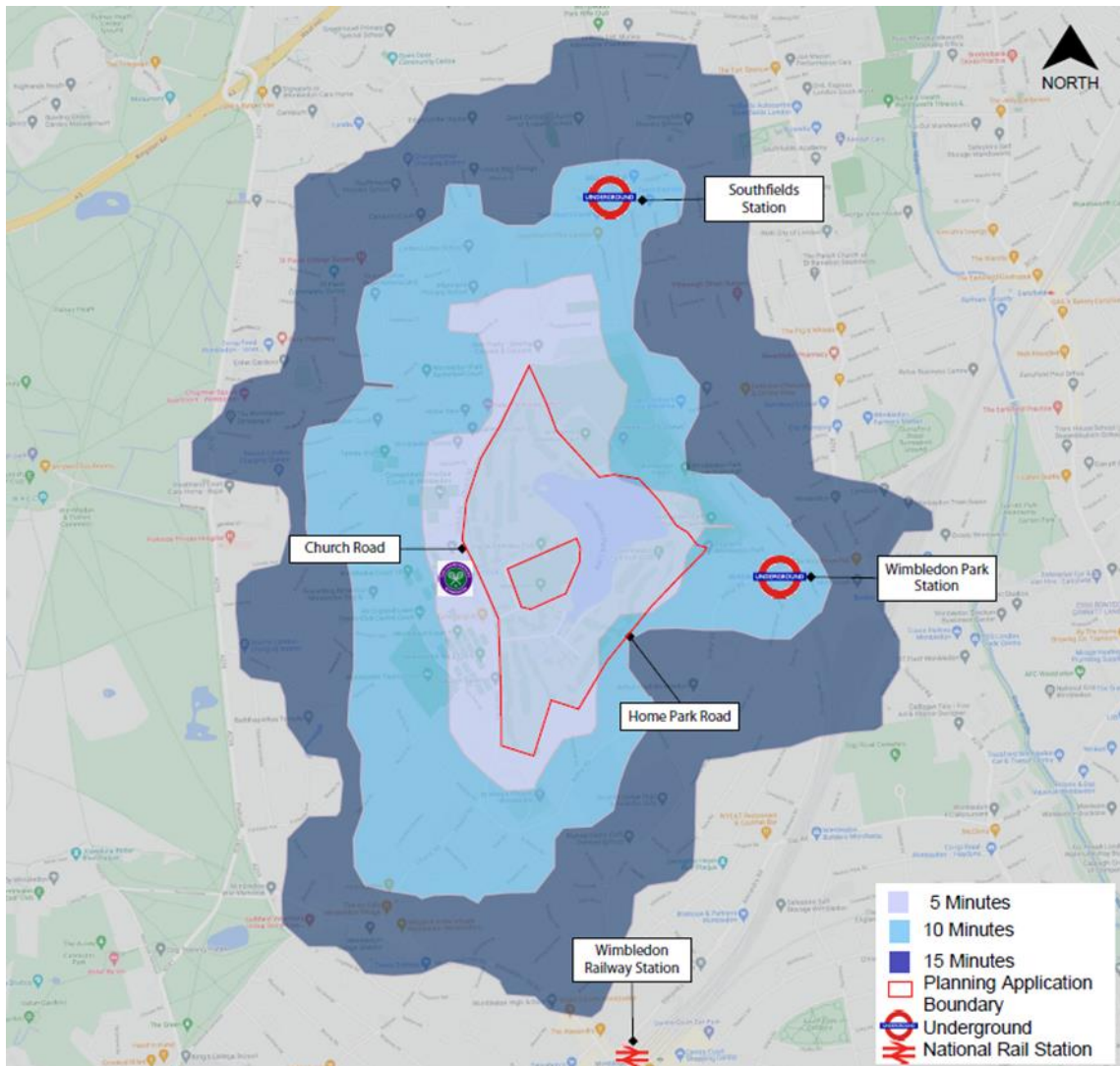


Figure 4.3 Walking Accessibility

4.2.14 Figure 4.4 shows the areas that can be reached within a 20-minute cycle time from the Site. London Underground and National Rail stations such as Southfields, Wimbledon Park and Wimbledon stations are within a 10-minute cycle time from the Site.

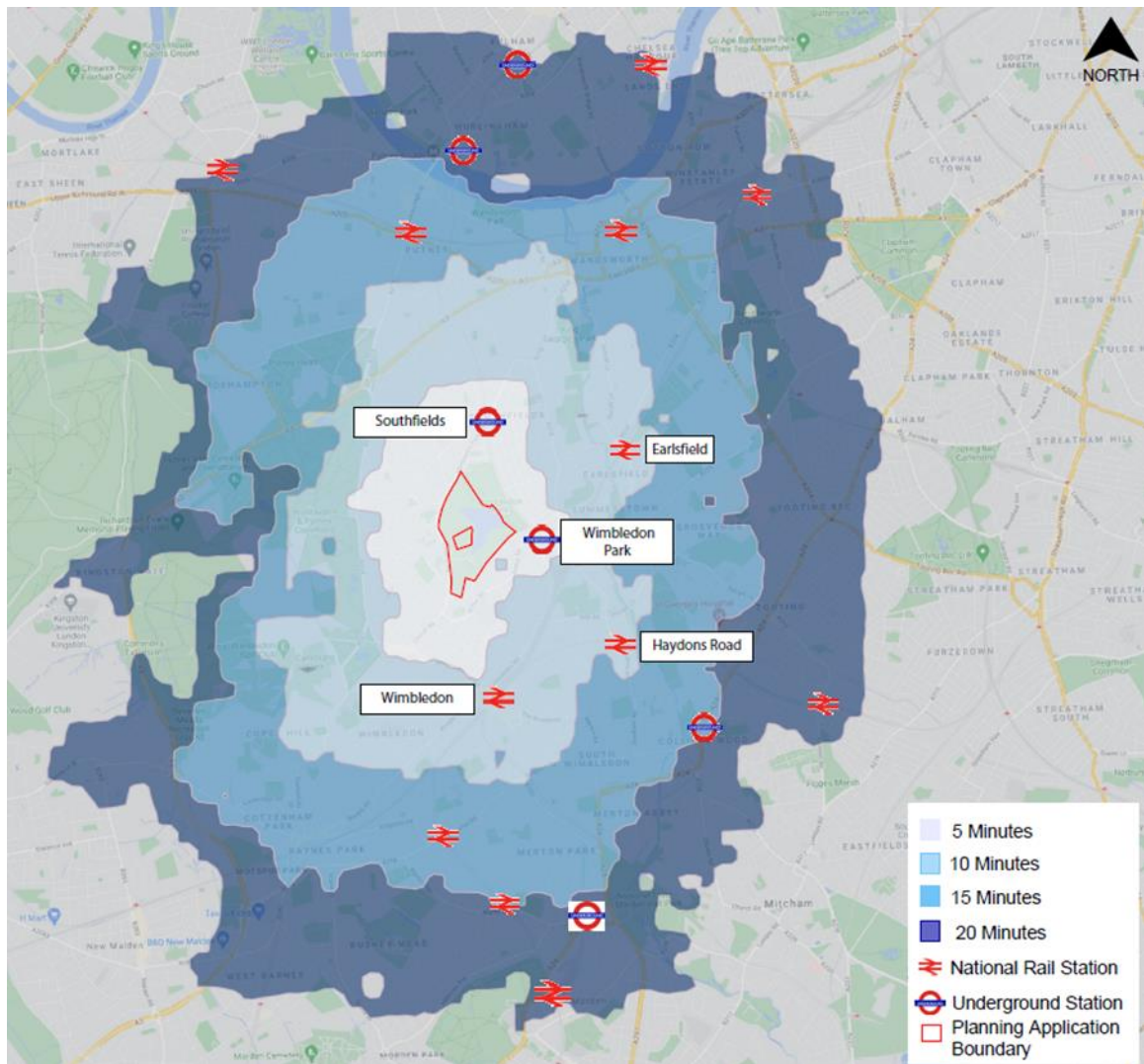


Figure 4.4 Cycling Isochrone

4.2.15 The proposed cycle parking at the Site is shown on Figure 4.5.

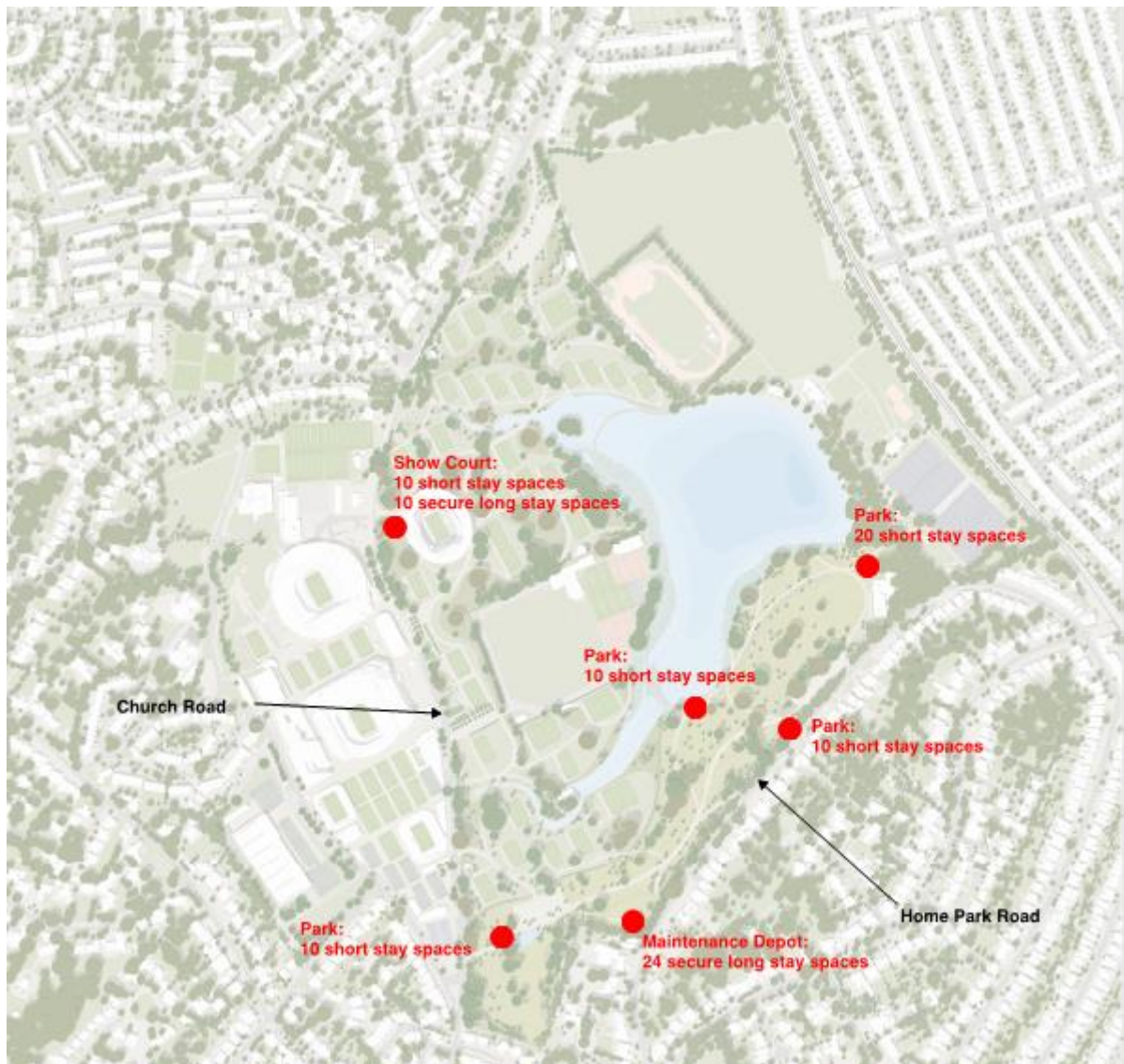


Figure 4.5 Proposed Cycle Parking at the Site – Year Round

4.2.16 During The Championships, approximately 750 temporary cycle parking spaces would be provided close to the north and south pedestrian accesses respectively.

4.3 Public Transport

4.3.1 A summary public transport services is shown on Figure 4.6.

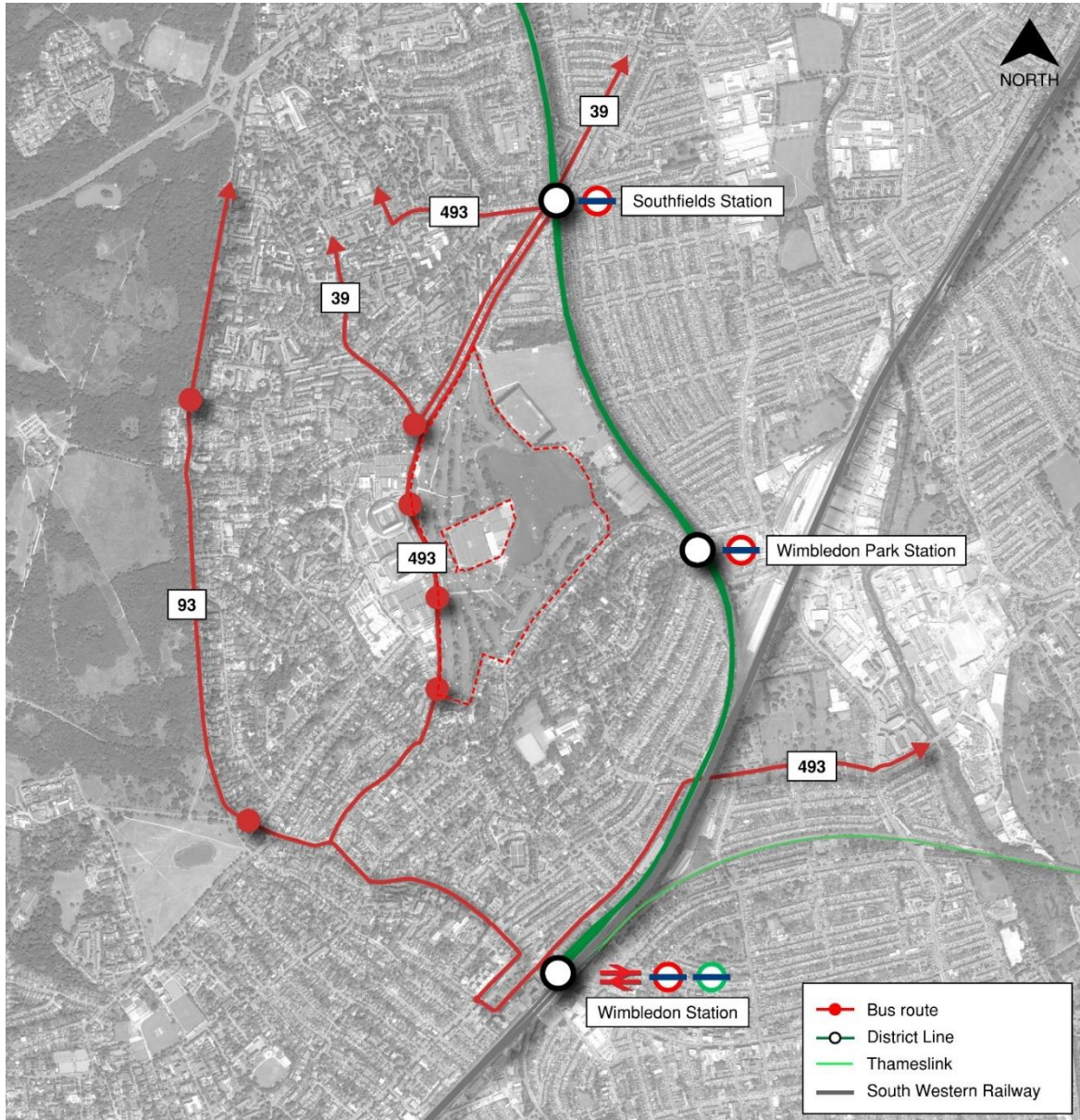


Figure 4.6 Public Transport Services

4.3.2 There are two bus routes serving the bus stops nearest the Site and a summary of these bus services together with typical frequencies are shown in Table 4.1.

Table 4.1 Bus Routes and Peak Service Frequencies (Buses per Hour Per Direction)

Route Number	Towards	AM Frequency (bus / direction / hr)	PM Frequency (bus / direction / hr)	Saturday Peak Frequency (bus / direction /hr)	Sunday Peak Frequency (bus / direction /hr)
493	Richmond	6	6	6	3
	St George's / University of London	6	6	6	3
39	Clapham Junction Station	10	10	7	5
	Putney Bridge Station	10	10	7	5

- 4.3.3 As part of the WPP and public realm improvements proposed for Church Road, the existing bus stops directly west of the Site (on Church Road) will be relocated as described in Section 4.2 (and indicated on the drawing in Appendix A).
- 4.3.4 The nearest London Underground station to the Site is Southfields station, which is located approximately 500 metres north of the northern boundary of the Site on Wimbledon Park Road. The station is approximately 15-minute walk from the existing pedestrian access further south on Church Road. For the WPP, The Championships it is proposed that the walking time from Southfields station to the Site reduces to approximately eight minutes; this is owing to the improved consolidated temporary pedestrian accesses.
- 4.3.5 Southfields station is served by the District line, with services southbound to Wimbledon and northbound towards central and east London; the peak hour service frequency is approximately 15 services per hour per direction.
- 4.3.6 Wimbledon Park station situated to the south-east of the Site on Arthur Road is located 400m from the existing golf club access on Home Park Road. The station is served by the District line with the same service frequency as Southfields station described above. Wimbledon Park station has step-free access.
- 4.3.7 The nearest National Rail station to the Site is Wimbledon, which is located approximately 1,650 metres south of the Site on Hartfield Road. The walking time to this station varies depending on which access is being used but typically, it is between 20 to 30 minutes' walk from the Site. Wimbledon station is served by South Western Railway and Thameslink services. Northbound services are to London Waterloo, Vauxhall and Clapham Junction with southbound services to Woking, Weybridge and Surbiton. The station provides approximately 32 services per hour during peak periods.
- 1.3.13 London Tram services also run via Wimbledon station, which as described above is approximately 20-30 minutes' walk from the Site. Wimbledon is the western terminus of the London Tram network and provides services every 10 minutes to Elmers End and Beckenham Junction. Passengers can interchange at West Croydon and East Croydon station to access the Tram network branch to New Addington.

4.4 Private Shuttle Bus Service

- 4.4.1 The Applicant will be providing a free shuttle bus service for year-round employees, which would operate twice in the evening (at 17.10 and 17.40) to Wimbledon station (journey time circa 10 minutes).
- 4.4.2 During The Championships, AELTC also provides regular spectator shuttle buses to and from Wimbledon mainline station, and off-site park and ride facilities currently located at Morden Park.

4.5 Access Provision for the Mobility Impaired

- 4.5.1 Bus services operating in the vicinity of the Site are low floor buses, fitted with ramps for wheelchair access.
- 4.5.2 In terms of train travel, Wimbledon, Southfields and Wimbledon Park stations are currently step-free, providing accessible routes for the mobility impaired between the entrances and the platform.
- 4.5.3 Drop kerbs and tactile paving are provided at signal-controlled pedestrian/cycle crossing facilities in the area to assist the mobility impaired and partially sighted.
- 4.5.4 Accessible / disabled car parking spaces are proposed at the Site for disabled motorists. A total of 12 disabled / accessible bays will be provided. These accessible car parking spaces are indicated on Figure 4.7.

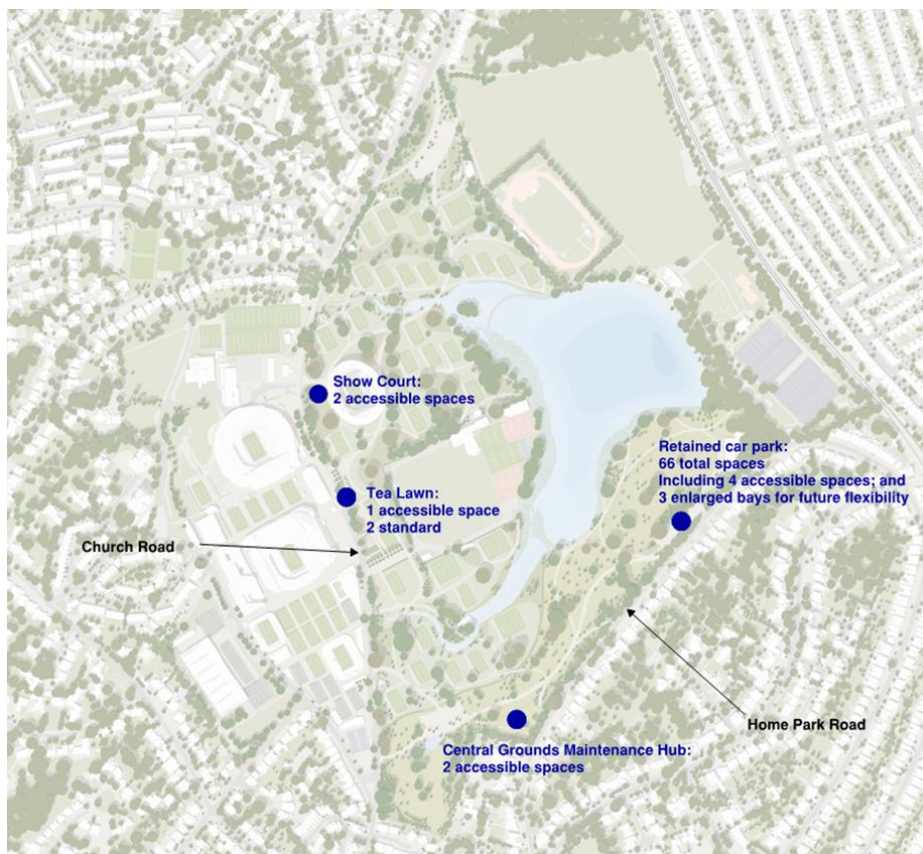


Figure 4.7 Accessible / Disabled Car Parking Spaces

5 Travel Plan Management

5.1 Travel Plan Co-ordinator

- 5.1.1 Allocated time will be needed to set up and run the Travel Plan. This is best achieved by appointing a Travel Plan Co-ordinator who will be responsible for the management and maintenance of the Travel Plan.
- 5.1.2 The Travel Plan Co-ordinator will act as the promoter of the Travel Plan to secure its implementation, as well as being the key contact for employees and visitors at the Site.
- 5.1.3 This role does not need to be full time and could be carried out alongside an employee's existing job, alternatively an external company specialising in Travel Plans could be appointed to carry out this role. The nominated representative would ideally be someone located either on-site or making regular visits to the Site. In this way, they can become a familiar face, and someone known to 'champion' the sustainable travel measures of the development.
- 5.1.4 The Applicant will appoint a Travel Plan Co-ordinator 6 months prior to the first Championships that take place following a planning consent. The Travel Plan Co-ordinator will act as the promoter of this Travel Plan to secure its implementation, as well as being the key contact for employees and visitors at the Site.
- 5.1.5 The Applicant will ensure that a Travel Plan Co-ordinator is in place for the lifetime of this Travel Plan, which as a minimum will be 5 years following completion of the WPP.
- 5.1.6 The Travel Plan Co-ordinator will be responsible for:
- Ensuring the successful delivery of the Travel Plan through implementation of the Site-wide measures and initiatives and effective monitoring;
 - Designing and implementing effective Site-wide marketing and awareness raising campaigns to encourage employees, visitors and spectators / guests to use more sustainable means of transport, particularly active travel modes;
 - Highlighting the objectives and philosophy of the Travel Plan to all employees, visitors and spectators / guests including the preparation of a Travel Information Pack (described in Chapter 7). This would include employees / contractors during The Championships who will also be encouraged to take part in the Travel Survey;
 - Co-ordinating the necessary data collection required to develop the Travel Plan, which includes arranging for the Travel Survey to be carried out to establish travel patterns at the Site (discussed in Chapter 8) and devising possible incentives for employees and spectators / guests to complete and return their questionnaires;
 - Collation of all the Travel Survey information and entering it onto a database to help identify travel requirements and set targets for reducing single occupancy car trips and increasing sustainable travel modes, particularly active travel modes;
 - Offer Personalised Travel Planning guidance to employees;

- Acting as a point of contact to all employees, visitors and spectators / guests requiring information in relation to sustainable travel as well as for exchanging ideas and best practice with other organisations;
- Liaising with LBM / LBW, local public transport operators and cycle retailers to discuss possible discounts/incentives for employees and spectators / guests;
- Liaising with the Applicant to discuss / agree travel plan measures/initiatives/targets; and
- Co-ordinating the monitoring programme of the Travel Plan and producing annual Monitoring Reports for submission to LBM / LBW within 6 months of the Travel Survey being undertaken (as discussed in Chapter 8).

5.2 Travel Plan Steering Group

- 5.2.1 The Travel Plan Co-ordinator will set up a Travel Plan Steering Group (Green Group Forum) open to all employees at the Site. Meetings will be undertaken at a convenient time to ensure that all employees who wish to attend are able to do so.
- 5.2.2 The Travel Plan Steering Group is intended to allow the Travel Plan Co-ordinator, the Applicant and employees discuss and share information relating to travel planning.
- 5.2.3 The Travel Plan Co-ordinator will extend the invitation for attendance to local organisations, such as cycle groups, cycle shop traders and car club/public transport operators. These groups will be encouraged to feed into the future direction of the Travel Plan to ensure an overarching approach to the whole Site.

5.3 Securing the Travel Plan and Funding

- 5.3.1 This Travel Plan will be secured through a suitable worded planning obligation and/or a s106 Agreement. This will ensure the Applicant's commitment to the Travel Plan strategy.
- 5.3.2 The Applicant will ensure that the appointed Travel Plan Co-ordinator will be provided with sufficient funding to manage the Travel Plan and co-ordinate travel planning at the Site as a whole.
- 5.3.3 The Applicant also agrees to pay a financial contribution to LBM to cover their Travel Plan monitoring costs.

6 Travel Surveys and Mode Split Targets

6.1 Introduction

6.1.1 As discussed previously, the Travel Plan strategy for WPP covers two phases:

- A Pre-Commencement Championships (Including Main Site) Event Travel Plan; and
- An Operational Travel Plan

6.1.2 The Pre-Commencement Travel Plan will cover the period between the existing baseline and when the WPP becomes fully operational. This period would see a significant reduction in on-site car parking during the Championships between the existing baseline and when WPP becomes operational, with an expected modal shift onto public transport and active travel.

6.1.3 The Operational Travel Plan will cover the period from when the WPP becomes fully operation with measures implemented to further support the reduction in car-use on-site.

6.2 Employee Numbers

6.2.1 There are 446 employees at the Site throughout the year, which increases by an additional 18 during The Championships.

6.2.2 During The Championships there would be an average of 11,000 employees / contractor / accreditations at the Site each day, which would include some of the year-round employees plus Championship Contractors, Press, Media, security and suppliers. Following completion of the WPP, this would increase by 256 people giving a total of 11,256 in the future.

6.3 Employee Mode Split

6.3.1 The principal indicator for the development of targets and objectives within a Travel Plan is the mode split of travel patterns.

6.3.2 The mode split for the 446 year-round employees is shown in Table 6.1, which is based on 2019 employee travel survey data provided by the Applicant.

Table 6.1: Existing Mode Split of Travel for Year-Round Employees (446)

Mode of Travel	Percentage Mode Split
Private Car	59%
Public Transport	29%
Motorcycle	2%
Walking	5%
Micro-mobility (including bicycles, e-bikes, electric scooters etc)	5%
Total	100%

- 6.3.3 The existing mode split of employees during The Championships is shown in Table 6.2, which has been extracted from the Transport Assessment Addendum submitted with the planning application (dated May 2022).

Table 6.2: Existing Mode Split of Travel - Employees during The Championships (11,256)

Mode of Travel	Percentage Mode Split
Private Car – Official Car Park	17%
Private Car – Unofficial Car Park	7%
Private Car – Park & Ride	1%
Bus	1%
Taxi	8%
Micro-mobility (including bicycles, e-bikes, electric scooters etc)	1%
Walking	8%
Coach	1%
Underground/Rail	56%
Total	100%

6.4 Spectators / Guests during The Championships

- 6.4.1 It is understood that there are around 42,000 spectators / guests on a typical Championship day, which would increase to 50,000 as a result of the WPP.
- 6.4.2 The existing mode split for spectators / guests during the Championship is shown in Table 6.3, which has been extracted from the Transport Assessment Addendum submitted with the planning application (dated May 2022).

Table 6.3: Existing Mode Split of Travel – Spectators / Guests during The Championships (50,000)

Mode of Travel	Percentage Mode Split	
	Spectators – Queue *	Spectators - Non-Queue *
Private Car – Official CP	11%	15%
Private Car – Unofficial CP	5%	6%
Private Car – Park & Ride	0%	2%
Bus	2%	1%
Taxi	10%	6%
Micro-mobility	1%	1%
Walking	8%	9%
Coach	0%	1%
Underground/Rail	63%	59%
Total	100%	100%

* queue spectators are those that don't have an advance ticket but will arrive early to queue for ticket – non-queue spectators are those who have secured an advance ticket and don't have to queue on the day

6.5 Baseline Mode Split

- 6.5.1 As per the proposed planning conditions, it is proposed to initiate the Travel Plan monitoring prior to commencement of the WPP to take account of the proposed reduction in the number of temporary car parking spaces available during The Championships up to when the WPP becomes operational. This will be in addition to the operational monitoring period that will commence once the WPP is complete and operational.
- 6.5.2 The employee and the spectator / guest mode splits set out in Sections 6.2 and 6.3 has been used to represent the baseline mode split prior to commencement of the WPP and to set the interim targets for the purpose of this Travel Plan (as set out in Section 6.5).
- 6.5.3 This will be reviewed against the travel modal splits that will be obtained as part of the baseline Travel Survey to be undertaken during the first Championships following a planning consent (Baseline Year 0). This will ensure that a representative baseline mode split is adopted for measuring the performance of the Travel Plan monitoring prior to commencement of the WPP, which would be discussed and agreed with LBM / LBW.
- 6.5.4 An operational baseline Travel Survey would then be undertaken when the first Championships take place following completion of the WPP (travel survey monitoring is described in more detail in Chapter 8). This would initiate the operational monitoring period of the Travel Plan (refer to Section 6.7).

6.6 Interim Targets for Employees

Pre-Commencement Travel Plan

- 6.6.1 Mode split targets provide the Travel Plan Co-ordinator and LBM / LBW with means to measure the performance of the Travel Plan and to adjust the range of initiatives / measures accordingly.
- 6.6.2 Targets within a Travel Plan are designed to be appropriate to the development as well as being SMART (Specific; Measurable; Achievable; Realistic and Time-bound).
- 6.6.3 Tables 6.4 and 6.5 sets out preliminary targets prior to WPP becoming operational to reduce the number of employees driving their car to work and increase sustainable travel modes with a focus on active travel.

Table 6.4 Preliminary Mode Split Targets for Year-Round Employees (Pre-commencement Travel Plan)

Target	Target Modal Split			
	Year 0 (Baseline)	Year 2	Year 4	Year 6*
Reduce private car use by 10%	59%	54%	51%	49%
Increase Walking by 5%	5%	7%	9%	10%
Increase Micro-mobility by 5%	5%	7%	9%	10%

- 6.6.4 The target modal shift away from private car use for employees year-round shown in Table 6.4 is considered ambitious, considering the existing AELTC site has a PTAL of 1b, indicating a poor level of public transport accessibility.

Table 6.5 Preliminary Mode Split Targets for Employees during The Championships (Pre-Commencement Travel Plan)

Target	Target Modal Split			
	Year 0 (Baseline)	Year 2	Year 4	Year 6*
Reduce private car use by 10%	25%	22%	18%	15%
Reduce taxi use by 3%	8%	7%	6%	5%
Increase Walking by 3%	8%	9%	10%	11%
Increase Micro-mobility by 4%	1%	3%	4%	5%

* should the WPP be complete and operational by Year 5, it may be appropriate to exclude the Year 5 Travel Survey and commence with the operational monitoring (as described in Chapter 8)

- 6.6.5 The target to reduce private car use for Employees / Media / Contractors from 25% to 15% by the year of opening of the WPP aligns with the proposed mode splits contained in Table 5.3 of the Transport Assessment Addendum submitted with the planning application (dated May 2022), which takes account of the proposed reduction in car parking by opening year.
- 6.6.6 The Travel Plan Co-ordinator will review these targets against the parking survey results that will be obtained following completion of the initial phase of reduced temporary car parking during The Championships (parking surveys are described in more detail in Chapter 8).
- 6.6.7 Given the anticipated employee shift patterns during The Championships (i.e. working nights etc), public transport and cycling travel modes may not be a suitable travel option for some employees. Similarly, some employees may not be locally based, in which case walking and cycling may not be a viable option for the main mode of their journey. The Travel Plan Co-ordinator may therefore need to review these preliminary targets once the baseline Travel Survey has been completed prior to commencement of the WPP.
- 6.6.8 To establish whether the target increase in cycling for employees is achievable, the Travel Plan Co-ordinator will assess the employee home postcode information obtained as part of the Travel Survey to determine how many employees live within a 20-minute cycle of the Site.

Operational WPP

- 6.6.9 Mode split targets for employees / media and contractors during The Championships after WPP opens would be set following after the baseline surveys proposed to be undertaken when WPP becomes operational. This is because the modal splits for these users are likely to change significantly prior to WPP opening given the significant phased reduction in car parking over the interim period. Therefore it is more appropriate to set targets for further reducing private car use and increasing active travel once these operational baseline surveys have been undertaken.

6.7 Targets for Spectators

Pre-Commencement Travel Plan

- 6.7.1 There would be a significant reduction in on-Site car parking provision before WPP becomes operational, which is expected to result in a reduction in private car use for spectators. Further measures will be implemented in order to maximise those arriving by sustainable modes as set out in Chapter 7. The Travel Plan Co-ordinator will monitor this reduction as part of the survey monitoring described in Chapter 8.

- 6.7.2 It is anticipated that overall car mode share for queue spectators would fall from 16% to 8%. Total car mode share for non-queue spectators is expected to fall from 23% to 17%.
- 6.7.3 It is proposed to specifically target an increase in walking / cycling for any spectators who live within a 20-minute cycle of the Site where a potential increase in cycling may be achievable. Although the typical travel behaviour of spectators during the Championships will need to be factored into the likelihood of achieving any change.
- 6.7.4 As part of the Travel Surveys described in Chapter 8, postcode information for spectators who purchase advance tickets will be analysed to determine how many live within a 10-minute cycle and 20-minute cycle of the Site. This catchment analysis will be used to derive possible spectator targets to increase cycling, which will be discussed / agreed with LBM / LBW.
- 6.7.5 The Applicant carried out observations (indicative count) of cycle use mid-way through The Championships in 2022 and 2023, which showed that there has been a significant increase in the total cycles from 420 in 2022 to 665 in 2023. This is shown below in Table 6.6, which shows an increase of 58%. In addition, car parking demand surveys have indicated that parking demand across the site during The Championships has reduced by 8% between 2019 and 2023.
- 6.7.6 The expectation is that this will be a continuing trend and one that the Applicant embraces as a cornerstone to the guest experience transport options.

Table 6.6 Observations of Cycle Use during The Championships (2022 / 2023)

Year	Car Park 6		Car Park 10		Car Park 4		Indoor Tennis Centre (ITC)		TOTAL	
	Standard Bicycle	Lime / Rental	Standard Bicycle	Lime / Rental	Standard Bicycle	Lime / Rental	Standard Bicycle	Lime / Rental	Standard Bicycle	Lime / Rental
2022	240	0	0	0	130	0	50	0	420	-
2023	281	108	36	52	134	0	54	0	505	160

Operational Travel Plan

- 6.7.7 Following completion of the WPP, the operational monitoring period begins and an operational baseline Travel Survey will be undertaken (as described in Chapter 8). This is included by condition with a review period for five years. The Travel Plan Co-ordinator will confirm the starting year of this operational monitoring period as part of the Monitoring Reports that will be prepared pre-commencement of the WPP (as described in Chapter 8). The Travel Plan Co-ordinator will also at that point agree a new set of targets for the operational phase in discussion with LBM / LBW.
- 6.7.8 The new targets to be monitored during the operational phase of the WPP would be linked to a proposed further reduction in spectator car parking.

7 Travel Plan Initiatives and Measures

7.1.1 This chapter of the Travel Plan outlines the measures and initiatives that will be implemented to encourage a mode shift towards more sustainable travel, particularly active travel as well as to reduce car trips.

7.1.2 The Travel Plan Co-ordinator can draw upon a wide range of supporting initiatives offered by LBM / LBW, public transport operators, charities and community support groups, some of which have been referenced in this chapter.

7.1.3 The Travel Plan Co-ordinator will be responsible for reviewing and updating these measures in discussion with the Applicant and other key stakeholders as part of their ongoing role in relation to the Travel Plan.

7.2 Strategic Vision

7.2.1 As part of the ongoing engagement between the Applicant and a range of key stakeholders, including LBM / LBW, TfL, the Metropolitan Police Service and bus and taxi operators, the Applicant will build upon the working relationships that already exist between these parties.

7.2.2 The Applicant commits to implementing this Travel Plan and encouraging sustainable / active travel modes and actively discouraging the use of the car.

7.3 Marketing and Promotional Strategy

7.3.1 The Travel Plan Co-ordinator will be responsible for the marketing and publicity of all travel information and Travel Plan initiatives at the Site in discussion with the Applicant and other key stakeholders.

7.3.2 The primary means of communicating is expected to be via the website, through ticketing sales and/or through an internal employee communications network, such as the Intranet.

7.3.3 A Travel Information Pack will be prepared (and funded) by the Applicant, which will be distributed to all employees (including temporary/agency employees during The Championships) within 3 months following appointment of the TPC. The Pack will highlight the objectives of the Travel Plan and include details relating to sustainable travel and promotional information in relation to cycling and walking as discussed later in this chapter.

7.3.4 The Travel Plan Co-ordinator will also ensure that it is given to any newly appointed employees prior to starting work at the Site.

7.3.5 A key role of the Travel Information Pack is to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- **Introduction:** highlighting the objectives and benefits of the Travel Plan, including particular focus on the health benefits associated with active travel;
- **Access initiatives:** Map of the neighbourhood, showing cycling, walking and public transport routes to/from the Site, together with the locations of any key local facilities (such as shops, cashpoint etc) within walking/cycling distance.

Additional sources of sustainable travel information will also be provided such as such as TfL's Journey Planner website and local Bus Spider Maps together with other useful such as links to public transport timetable information. The Applicant is also looking to deliver their own dedicated Journey Planner for the 2024 Championships, which will champion sustainable choices and details of this will be contained in the Pack. It will also include details of the Official Wimbledon app, which is available prior to The Championships.

- **Promotion of key services and facilities at the Site:** A map showing the location of cycle parking and cycle maintenance facilities available to year-round employees and during the Championships.
- **Benefits available for employees / spectators to encourage sustainable travel:** Details regarding interest free season ticket loans, cycle to work scheme, discounts on public transport, shuttle buses etc (as described in this chapter).
- **Promotion of car clubs and car sharing:** Details regarding local car sharing and car club websites such as www.zipcar.co.uk and www.citycarclub.co.uk will be included within the Pack..
- **Travel Plan Co-ordinator contact details.**

7.3.6 The Travel Information Pack will be reviewed annually by the Travel Plan Co-ordinator and updated where appropriate.

7.3.7 It is noted that some sustainable travel information is already provided on the employee Intranet, including a statement by the Applicant encouraging employees to use sustainable travel when travelling to work. The Travel Plan Co-ordinator will review this information to ensure it incorporates the measures / initiatives set out in this Travel Plan.

7.3.8 In addition to the Travel Information Pack, the Travel Plan Co-ordinator will provide a quarterly update (a Travel Plan Newsletter) for distribution to all employees providing information on updates and progress in relation to the Travel Plan, any sustainable travel events coming up or incentives being offered. Contact details will also be included for the Travel Plan Co-ordinator to enable employees to get in touch with any ideas or questions regarding travel. This information will also be made available on noticeboards where appropriate.

7.3.9 The Applicant will review the existing sustainable travel information available through the public website and Official Wimbledon app to ensure that it:

- can be accessed directly from the home page with as few clicks as possible;
- actively discourages the use of the car whilst encouraging sustainable travel modes, particularly active travel;
- shows the location of cycle parking and cycle maintenance facilities available to year-round employees and during the Championships;
- promotes the use of cycle hire schemes and that it includes e-bikes. This will include weblinks to the cycle hire websites and a plan showing where these cycles can be parked; and
- gives details of any initiatives to encourage sustainable travel, such as discounts on public transport, shuttle buses etc (discussed later in this chapter).

- 7.3.10 The Travel Plan Co-ordinator will be responsible for reviewing this website / Intranet / App travel information annually to ensure that it remains up to date.
- 7.3.11 The Travel Plan Co-ordinator will be responsible for the marketing and publicity of all travel information and Travel Plan initiatives at the Site in discussion with the Applicant and other key stakeholders.
- 7.3.12 Spectators are carefully controlled by stewards before and after The Championships through the event management plan (Zone Ex Planning Arrangements) that is currently in place at the Site. The Applicant will continue to work in partnership with LBM, LBW, TfL and other key stakeholders to ensure all elements of the safety regime for the ground during The Championships are discharged to the highest standard by competent, operationally experienced and highly trained personnel.
- 7.3.13 The 'Zone Ex' plan covers measures such as Traffic Management Orders (TMOs) and associated parking enforcement, event traffic routing and diversion, car parking arrangements, hostile vehicle mitigation (HVM) measures, and management arrangements relating to the public transport network.
- 7.3.14 Key elements of the traffic management plans are checked and tested with key stakeholders in January of each year, where the Applicant engages with LBM / LBW, TfL as well as the Metropolitan Police Service and bus and taxi operators.

7.4 Measures to Promote Walking and Cycling

- 7.4.1 Encouraging walking and cycling gives opportunities to build healthy exercise into daily life. It also reduces the reliance on taxis and private hire vehicles for local travel.
- 7.4.2 As part of the WPP, 34 long stay (employee) and 60 short-stay (visitor) cycle parking spaces will be provided at the Site, together with changing facilities and lockers, which seeks to encourage active travel to/from the Site. During The Championships, 1,500 temporary cycle parking spaces will be provided at the Site for use by employees and Spectators.
- 7.4.3 It is noted that the level of employee cycle parking at the Site allows for around 15% of employees cycling to/from work, which is beyond the interim 5-year target of 10% and therefore allows for additional future provision should it be required.
- 7.4.4 The Travel Plan Co-ordinator will continue to monitor cycle parking usage at the Site, in discussion with the Applicant, to ensure that there are adequate cycle parking facilities provided, including for any future increases anticipated over the lifetime of the Travel Plan.
- 7.4.5 The Applicant is committed to promoting cycling and active travel during The Championships and to the Site as a year-round destination for visitors and employees. The Applicant proposes a contribution of up to £250,000 towards cycle infrastructure provision at the Site and in its immediate vicinity, considering Championship and year-round requirements of the WPP. Major events linked to the WPP will not take place at the Site until 2028 at the earliest with completion anticipated no earlier than 2030 and therefore this contribution will be held by TfL as a Development Bond. Specific cycle infrastructure improvement projects and payment triggers for these will be agreed between TfL and the Applicant with progress reviews of projects linked to the Bond being undertaken on an annual rolling basis alongside the 'Zone Ex' plan. The Bond will be held for up to 5 years following practical completion of the WPP.

- 7.4.6 The Applicant will ensure that all employees and stewards during The Championships are fully trained to advise spectators on the location of cycling facilities.
- 7.4.7 The Travel Plan Co-ordinator / Applicant will also investigate the provision of covered /sheltered cycle parking with CCTV during The Championships to keep bicycles dry and improve the cycling experience for spectators.
- 7.4.8 The Travel Plan Co-ordinator / Applicant will review the existing cycle signage at the Site and look to improve directional signage on gates and park entrances during The Championships where appropriate.
- 7.4.9 The Travel Information Pack and employee Intranet will include details relating to key pedestrian and cycle routes in the area and will include details to promote the following:
- 'Bike Week' (www.bikeweek.org);
 - Local cycle training courses such as the FREE cycle training sessions offered to LBM / LBW residents;
 - National Walking Month, which includes 'walk to work' and 'walk to school' week (www.livingstreets.org.uk);
 - Information on all cycle hire schemes operational in LBM / LBW (including Lime);
 - The location and contact information of the nearest bike retail stores; and
 - Cycle to work scheme. Cycling to work is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. Details of this are set out in the Department for Transport's (DfT) 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website www.gov.uk/government/publications/cycle-to-workscheme-implementation-guidance.
- 7.4.10 As part of the Travel Information Pack, employees will be asked to express their interest in provision of a 'Bike Doctor' event and/or whether they may be interested in championing a Bicycle User Group (BUG) to provide the opportunity for cyclists to meet informally and discuss cycling related issues. This would be set up by the Travel Plan Co-ordinator if required.
- 7.4.11 The Applicant/Travel Plan Co-ordinator will also consider provision of free cycle health checks at the 'bike doctor' sessions (by appointment only), which will be detailed in the Travel Information Pack.
- 7.4.12 Essential maintenance facilities such as bicycle pumps will be available for use by employees at the Site and the Travel Plan Co-ordinator will include details of this in the Travel Information Pack together with confirmation of its location on-site., The Travel Plan Co-ordinator will regularly check that these facilities are in good working order and remain available to employees.
- 7.4.13 The Applicant/Travel Plan Co-ordinator will investigate incentives to promote cycling to employees such as loans, discounts and vouchers towards the cost of purchasing a bicycle and/or bicycle equipment and will advise employees accordingly (through the Travel Information Pack and/or the company intranet).
- 7.4.14 The Applicant/Travel Plan Co-ordinator will also look to develop a range of management measures to encourage walking including:

- Provision of local wayfinding signage such as the Legible London totems or monoliths which encourage walking by providing clear travel and navigation information for those who wish to explore on foot including information about distances between areas. There is a range of Legible London signs and/or bespoke wayfinding signage available to suit the surrounding streetscape and users' information needs and this will be explored further in discussion with TfL and LBM / LBW.
- Encouraging spectators to arrive earlier and stay later with pre and post-play entertainment / hospitality, which would stagger spectator arrivals and departures and minimise the impact of peak spectator movements outside AELTC and reduce pressure on the transport network.

7.5 Measures to Promote Public Transport

- 7.5.1 The Travel Information Pack will include details on where to obtain current timetable information for local bus and rail services. This will also be displayed on notice boards where appropriate and through the company Intranet for employees and visitors, together with any new travel initiatives or events organised as part of the Travel Plan.
- 7.5.2 Sustainable travel will also be promoted through ticketing sales for spectators.
- 7.5.3 Maps of the immediate local area will also be displayed at the Site for both employees and spectators / visitors identifying local public transport services and this information will be updated annually by the Travel Plan Co-ordinator where appropriate.
- 7.5.4 The Applicant will consider providing interest free season ticket loans for employees using public transport and will investigate employee travel discounts with local public transport operators.
- 7.5.5 The Travel Plan Co-ordinator will offer personalised travel planning guidance to employees and this will be promoted through the Travel Information Pack. This will include help in providing localised, simplified travel information on their best option for use of other sustainable means of transport as an alternative to private vehicles. This will be combined with information regarding any incentives available such as public transport/cycle vouchers, shuttle bus services etc.
- 7.5.6 The Applicant will also be providing a free shuttle bus service for year-round employees, which would operate twice in the evening (at 17.10 and 17.40) to Wimbledon station (journey time circa 10 minutes). The bus has capacity for up to 14 employees and the Travel Plan Co-ordinator will monitor the demand for this shuttle bus service, in discussion with the Applicant, to ensure that these facilities meet the required demand, including for any future increases over the lifetime of the Travel Plan. The Travel Plan Co-ordinator will ensure that this information is included on the website and promoted through ticketing sales for spectators.

7.6 Car Sharing

- 7.6.1 Initiatives like car sharing and car clubs can provide an effective alternative to car ownership. They save on the associated running costs of a car and can also save on charges such as parking and the Congestion Charge.

- 7.6.2 Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys. They include informal arrangements for sharing trips between individuals at neighbourhood, workplace and even household level, as well as formal schemes with elaborate arrangements for trip matching, often focused on commuting journeys.
- 7.6.3 Car sharing will be promoted to minimise single occupancy vehicle trips. It will also be promoted through website information given to event attendees.
- 7.6.4 Details on car sharing will be given in the Travel Information Pack and displayed on notice boards / through the company website.
- 7.6.5 Where appropriate, the Travel Plan Co-ordinator will encourage employees to join a car-sharing scheme.
- 7.6.6 Car sharers will be offered dedicated or preferential car parking spaces at the Site.
- 7.6.7 A nominated taxi company will be used by the Applicant to provide a lift home to car sharers should their lift not materialise or in the event of an emergency. This will be promoted in the Travel Information Pack and through the Intranet.

7.7 Safety

- 7.7.1 The safety of those attending and working at The Championships is of the utmost importance to AELTC. It is proposed that the staff and spectators' perceptions of safety travelling to The Championships is captured as part of the proposed travel survey. Any safety improvements required that are in AELTC's control would be implemented.

7.8 Park & Ride

- 7.8.1 The Travel Information Pack and website information will include details on local Park & Ride facilities that are available during The Championships. The Applicant is currently intending to move away from the existing Morden Park Park & Ride site by the time the WPP is operational, to a location that is more convenient for users. However, to manage use, the Applicant is exploring the opportunity for implementing a pre-booking system for the Park & Ride, particularly if multiple smaller Park & Ride sites are being considered in the future.

7.9 Measures to Reduce Car Use

- 7.9.1 In order to encourage the use of alternative sustainable modes, the Applicant will seek to reduce the number of year-round employee car parking spaces where appropriate and will issue parking permits on a restricted basis whereby employees will be expected to utilise public transport/cycling/walking/car sharing alternatives.
- 7.9.2 In terms of car parking during The Championships, 3,345 temporary spaces are provided on-Site, and it is proposed to reduce this over time to 1,295 spaces by Opening Year.
- 7.9.3 The Travel Plan Co-ordinator will ensure that any travel information available through the website encourages the use of sustainable travel modes.
- 7.9.4 The Travel Plan Co-ordinator will monitor the car parking usage at the Site as part of the Travel Survey.

7.10 Electric Vehicle Parking Spaces/Charging Points

- 7.10.1 There will be 16 electric vehicle charging spaces provided at the Site for employees.
- 7.10.2 The electric vehicle charging requirements at the Site would be reviewed by the Travel Plan Co-ordinator as part of the Travel Survey to ensure there is adequate provision to meet demand.

7.11 Deliveries

- 7.11.1 The Delivery and Servicing Plan for the Site sets out the proposed servicing arrangements, including deliveries and refuse collections. As part of this, the Applicant will monitor servicing activity at the Site to ensure that service vehicles wait/stop at an appropriate location and do not wait on the highway and/or create congestion.

8 Monitoring and Review

8.1 Travel Surveys

- 8.1.1 An important part of any Travel Plan is the ongoing monitoring of its effectiveness. Regular monitoring will help the Travel Plan Co-ordinator and LBM / LBW to gauge any progress made towards achieving targets and objectives.
- 8.1.2 This ongoing monitoring will be the responsibility of the Travel Plan Co-ordinator.
- 8.1.3 A Travel Survey is an essential part of this monitoring process. It is carried out in order to identify the proportion of employees and spectators / guests travelling by each mode of transport (i.e. the modal split) and to ascertain what would encourage them to travel in a sustainable way.
- 8.1.4 Given the Applicant's proposals to reduce the number of temporary car parking spaces available during The Championships (from 3,345 spaces to 1,295 spaces in Opening Year), it is proposed to initiate the Travel Plan monitoring prior to commencement of the WPP. This will be in addition to the operational monitoring period that will commence once the WPP is complete and operational.
- 8.1.5 The Travel Plan Co-ordinator will arrange for a baseline Travel Survey to be undertaken during the first Championships following a planning consent and this will initiate the first monitoring period of the Travel Plan (Baseline Year 0).
- 8.1.6 The mode splits obtained from this baseline Travel Survey data will be compared and reviewed against the mode split set out in Chapter 6 to ensure the preliminary targets are reasonable.
- 8.1.7 Travel Surveys will then be repeated one year after the baseline survey (Year 1), and then again at Year 3 and Year 5. Should the WPP be complete and operational by Year 5, it may be appropriate to exclude the Year 5 Travel Survey and commence with the operational monitoring described below.
- 8.1.8 Following completion of the WPP, an operational baseline Travel Survey will be undertaken when the first Championships take place. This will initiate the operational monitoring period of the Travel Plan and The Travel Surveys during the operational monitoring period will then be repeated at Year 1, Year 3 and Year 5. This is linked to the proposed LBM planning condition. The Travel Plan Co-ordinator will confirm the starting year of this operational monitoring period as part of the Monitoring Reports that will be prepared pre-commencement of the WPP (described in Section 8.4).

8.2 Travel Survey Methodology

- 8.2.1 The Travel Survey would likely take the form of a self-completion questionnaire, which is iTRACE compatible in accordance with the London wide monitoring methodology. Surveys may be undertaken online or via hard copy, whichever is considered to be the most appropriate to ensure a representative response rate.
- 8.2.2 iTRACE is an online tool that supports the development and monitoring of travel plans in London. Making the Travel Survey iTRACE compliant is one way of ensuring a standardised approach across the whole of London.

- 8.2.3 In accordance with TfL's guidance, a minimum Travel Survey response rate of 30% is recommended for year round conditions in order to obtain a representative survey sample. Surveys should be undertaken at a similar time each year for consistency. For the Championships a representative proportion will be agreed in advance of surveys, taking account the size of the attendance, and the duration of the event.
- 8.2.4 An organisation can develop its own tailored questionnaire to meet their specific requirements as long as the 'main mode' of travel is collected in the following way to ensure 'iTRACE compliancy:

The main mode of travel must be based on the mode which the respondent uses for the longest distance on any journey leg. Modes should align with the standard iTRACE definitions, namely:

- *Walk*
- *Cycle*
- *Tube/Underground*
- *Train*
- *Bus*
- *DLR*
- *Tram**
- *Riverboat*
- *P&R bus **
- *Car share as a driver*
- *Car share as a passenger*
- *Drive a car alone*
- *Taxi*
- *Scooter/Motorcycle (below 125cc)*
- *Motorcycle (above 125cc)*
- *Work from home*
- *Other (please specify)*

** these options may be omitted if not considered appropriate*

- 8.2.5 It is envisaged that the Travel Survey for Year-Round employees could be undertaken using appropriate methods and the Travel Surveys for spectators and employees during The Championships would likely include both interview surveys and online surveys in order to optimise response rates. The intention is to incorporate this into the existing surveys and drawing upon a research pool of 30,000 engaged by AELTC during the Championships each year.
- 8.2.6 The Travel Plan Co-ordinator will also collect other data such as home postcodes, working hours, reasons for travel choice and identification of any barriers to travelling.
- 8.2.7 The Travel Plan Co-ordinator will assess the employee home postcode information to determine how many live within a 20-minute cycle of the Site, where a potential increase in cycling may be achievable.
- 8.2.8 Similarly, postcode information for spectators who purchase advance tickets will be analysed to determine how many live within a 20-minute cycle of the Site. This catchment analysis will be used to derive possible spectator targets to increase cycling, which will also consider the typical travel behaviour of spectators during the Championships and the likelihood of achieving any change.

8.2.9 The Travel Plan Co-ordinator will discuss / agree the Travel Survey methodology with LBM / LBW prior to going ahead with these surveys.

8.3 Multi-Modal and Parking Surveys

8.3.1 A multi-modal and parking survey will be undertaken in relation to the proposed phased reduction in car parking at the Site.

8.3.2 The first multi-modal and parking survey will be undertaken during The Championships when the initial phase of the on-site car parking reduction is due to take place, subject to agreement with LBM / LBW.

8.3.3 This multi-modal and parking survey will then be repeated yearly until the proposed on-site car parking reduction is complete, and then again once the WPP is complete and operational.

8.3.4 This multi-modal and parking survey will be undertaken using the Standard Assessment Monitoring (SAM) process developed by TRICS (Trip Rate Information Computer System), which is the industry standard for measurement of trip generation from developments and for monitoring and assessing the effectiveness of travel plans.

8.3.5 SAM uses long established TRICS methods of multi-modal data collection enhanced with comprehensive information on travel plan details to produce robust travel plan survey results.

8.3.6 The SAM Survey would generally cover the following:

- Site audit;
- On-Site car parking supply and usage;
- Inbound and outbound movements by all travel modes on a typical day;
- Vehicle occupancy.

8.3.7 The multi modal and parking surveys would generally be undertaken by TRICS Consortium Limited to ensure consistency. The remaining survey items (i.e. Site audit and uptake of travel planning measures) could potentially be undertaken by the Travel Plan Co-ordinator and this would be discussed / agreed with TRICS Consortium Limited.

8.3.8 The Travel Plan Co-ordinator will discuss / agree the cost of this SAM Survey with TRICS Consortium Limited and the Applicant would cover these costs.

8.3.9 Following the SAM Survey, TRICS would produce an independent summary report detailing the analysis of the survey data, which would be submitted to the Applicant/ Travel Plan Co-ordinator and to LBM / LBW.

8.3.10 Prior to undertaking any multi-modal and parking counts, the Travel Plan Co-ordinator will seek approval from LBM / LBW regarding the details and timing of these surveys.

8.3.11 The Travel Plan Co-ordinator will review the multi-modal trip generation information to identify if there are any significant changes in travel patterns to that assessed as part of the Transport Assessment / Transport Assessment Addendum submitted with the planning application that may require different /additional mitigation and/or management measures to be put in place on a rolling basis.

8.4 Reporting

- 8.4.1 The Travel Survey results will be used to monitor the implementation of the Travel Plan and to set targets for promoting sustainable and healthy travel.
- 8.4.2 The monitoring programme starts with the initial baseline Travel Survey to be undertaken prior to commencement of the WPP. Once this baseline Travel Survey is complete, the Travel Plan Co-ordinator will prepare a Monitoring Report for submission to LBM / LBW within 6 months of the Travel Survey being undertaken, which will include the following:
- Organisation's name and address;
 - Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;
 - Travel Survey results with comparative data and analysis;
 - Proposed Specific, Measurable, Achievable and Time bound (SMART) targets;
 - Whether the travel habits of employees and spectators / guests are meeting the objectives and targets;
 - Details on cycle parking and car parking usage;
 - Updated Action Plan; and
 - Details of any changes at the Site.
- 8.4.3 The Travel Plan Co-ordinator will prepare a Monitoring Report upon completion of each monitoring survey period.
- 8.4.4 Where targets are not met, the Travel Plan Co-ordinator, in consultation with the Applicant and LBM / LBW will discuss and agree a plan of action, which will indicate how any deficiencies in the Travel Plan will be met.

9 Action Plan

9.1.1 The Action Plan sets out actions, timescales and responsibilities. It will be updated by the Travel Plan Co-ordinator for every Monitoring Report.

Table 9.1 Interim Action Plan (Pre-commencement of WPP)

Action	Timescale	Responsibility
OBJECTIVE: To put in place a mechanism for implementing and monitoring the Travel Plan		
Appoint a Travel Plan Co-ordinator and confirm details to LBM / LBW	6 months prior to the first Championships following a planning consent	Applicant
Highlight the requirements of the Travel Plan to all employees	6 months prior to the first Championships following a planning consent	Applicant/TPC
Continue to work in partnership with key stakeholders including LBM / LBW, TfL as well as the Metropolitan Police Service and bus and taxi operators as part of the regular meetings that take place to discuss / review the event management plan (Zone Ex Planning Arrangements) as well as to develop this Travel Plan	Ongoing	Applicant/TPC
OBJECTIVE: Surveys and Monitoring		
Agree Travel Survey methodology with LBM / LBW)	Prior to undertaking any Travel Survey	TPC /Applicant
Undertake baseline Travel Survey prior to commencement of the WPP	First Championships following a planning consent	TPC
Devise a suitable incentives for employees and spectators to complete the Travel Survey	Prior to Travel Survey	TPC /Applicant
Undertake a multi-modal and parking survey to monitor trips to and from the Site as well as the car parking supply / usage – to be undertaken using the Standard Assessment Monitoring (SAM) process developed by TRICS – methodology and timing of surveys to be agreed with LBM / LBW	Following completion of the WPP (methodology to be discussed / agreed with LBM / LBW) The first multi-modal and parking survey will be undertaken when the initial phase of the on-site car parking reduction is due to take place This survey will then be repeated yearly until the proposed on-site car parking reduction is complete - and then again once the WPP is complete and operational (subject to agreement with LBM / LBW).	TPC / Applicant
Following the baseline Travel Survey, undertake Travel Surveys at Years One, Three and Five	Year 1, Year 3 and Year 5 (Should the WPP be complete and operational by 2029, it may be appropriate to exclude the Year 5 Travel Survey and commence with the operational monitoring described below)	TPC
Following completion of the WPP, undertake an operational baseline Travel Survey	When the first Championships take place upon completion of the WPP	TPC
Following the operational baseline Travel Survey, undertake Travel Surveys at Years One, Three and Five	Years One, Three and Five following completion of the WPP	TPC

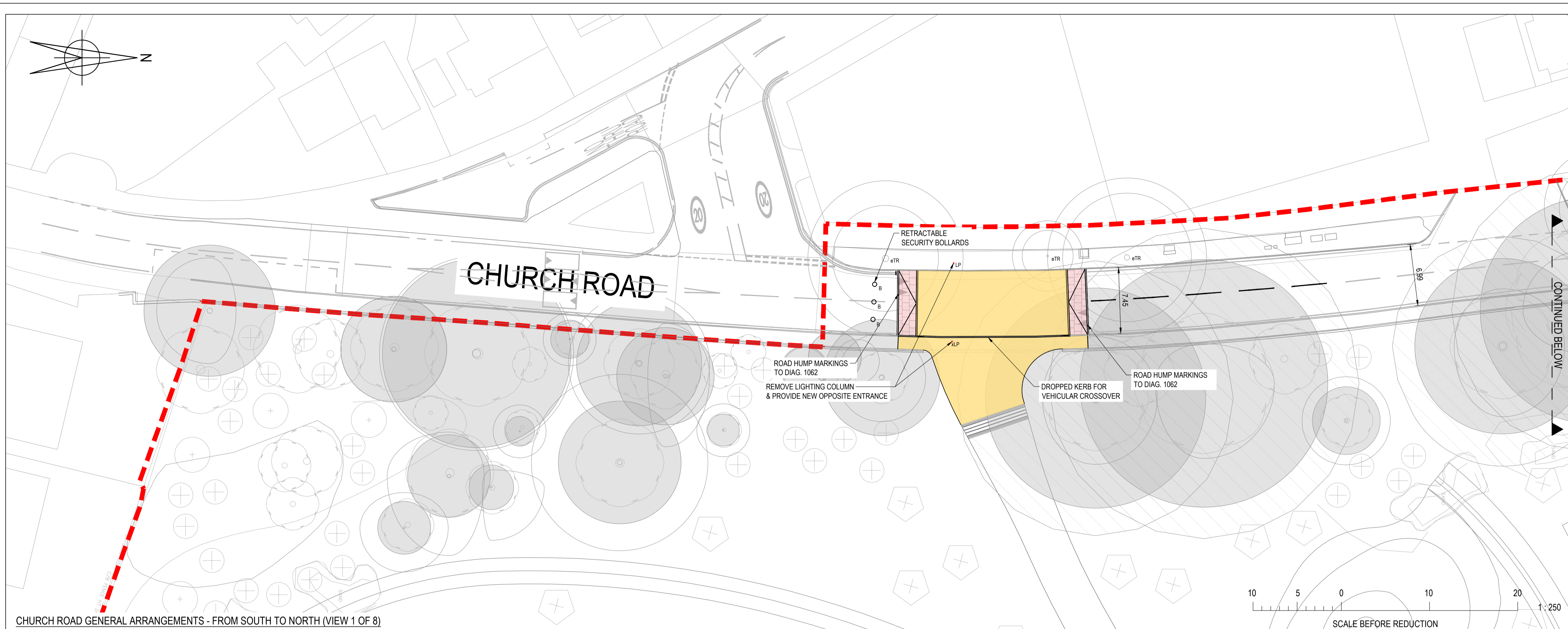
Action	Timescale	Responsibility
Submit a Monitoring Report (Progress Report) to LBM / LBW summarising survey results and proposed Travel Plan measures/targets	Within 6 months of each Travel Survey	TPC
Assess employee / spectator home postcode information to determine how many live within a 20-minute cycle of the Site, where a potential increase in cycling may be achievable	As part of the baseline Travel Survey prior to commencement of the WPP	TPC
TARGET: To increase sustainable travel modes at the Site		
Prepare the Travel Information Pack and distribute to all employees - review/update annually	To be distributed within 3 months following appointment of the TPC	Applicant / TPC
Review sustainable travel information on the website / Wimbledon App / promoted through ticketing sales	within 3 months following appointment of the TPC	Applicant / TPC
Review / update company Intranet to provide up-to-date public transport and other sustainable travel information to employees	within 3 months following appointment of the TPC (details to be updated annually)	Applicant/TPC
Consider providing interest free season ticket loans for employees using public transport	Within first year of baseline Travel Survey prior to commencement of the WPP	Applicant
Provision of private shuttle bus for employees	Within first year of baseline Travel Survey prior to commencement of the WPP	Applicant/TPC
Offer a personalised travel planning service to all employees at the Site	Within first year of baseline Travel Survey prior to commencement of the WPP	TPC
TARGET: To increase the percentage mode share of employees walking and cycling to work		
Provision of a new shared pedestrian/cycle footway connection to/from the Site via B1216 and A1077	Prior to completion of the WPP	Applicant
Provide cycle parking, showers/changing facilities and cycle maintenance facilities at the Site	Prior to completion of the WPP	Applicant
Promote Bike Week through notice boards	Within first year of baseline Travel Survey prior to commencement of the WPP (Annually)	TPC
Create a Bicycle User Group for employees at the Site	Within first year of baseline Travel Survey prior to commencement of the WPP (following Travel Survey)	TPC
Endeavour to negotiate discounts with local cycle/public transport operators	Within first year of baseline Travel Survey prior to commencement of the WPP	Applicant/TPC
Make employees aware of the Cycle to work scheme (tax-free bicycle loan scheme for employees) and encourage them to make use of the scheme	Within first year of baseline Travel Survey prior to commencement of the WPP	TPC
Promote National Walking Week through notice boards	Within first year of baseline Travel Survey prior to commencement of the WPP (Annually)	TPC
Prepare a map showing local amenities within easy walking/cycling distance and display on notice board/Intranet	Within first year of completion of the WPP	TPC
Encourage walking/cycling for employee local journeys	Within first year of baseline Travel Survey prior to commencement of the WPP (ongoing)	TPC
TARGET: To reduce single car occupancy use		

Action	Timescale	Responsibility
Promote car sharing to all employees and highlight that there will be a 'guaranteed lift home' by taxi should their lift not materialise or in the event of an emergency	Within first year of baseline Travel Survey prior to commencement of the WPP	TPC

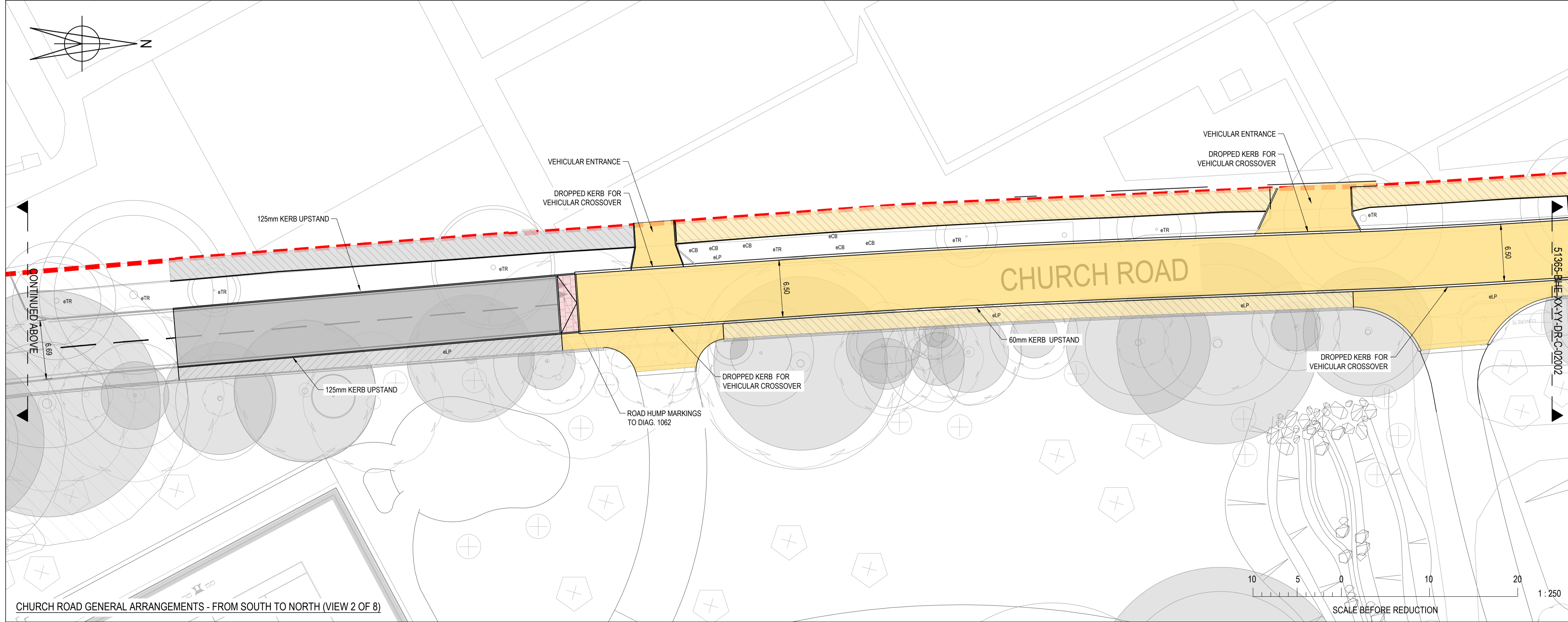
TPC = Travel Plan Co-ordinator

Applicant = All England Lawn Tennis Ground Plc – a subsidiary of the All England Lawn Tennis Club

Appendix A Church Road Public Realm Improvements



CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 1 OF 8)



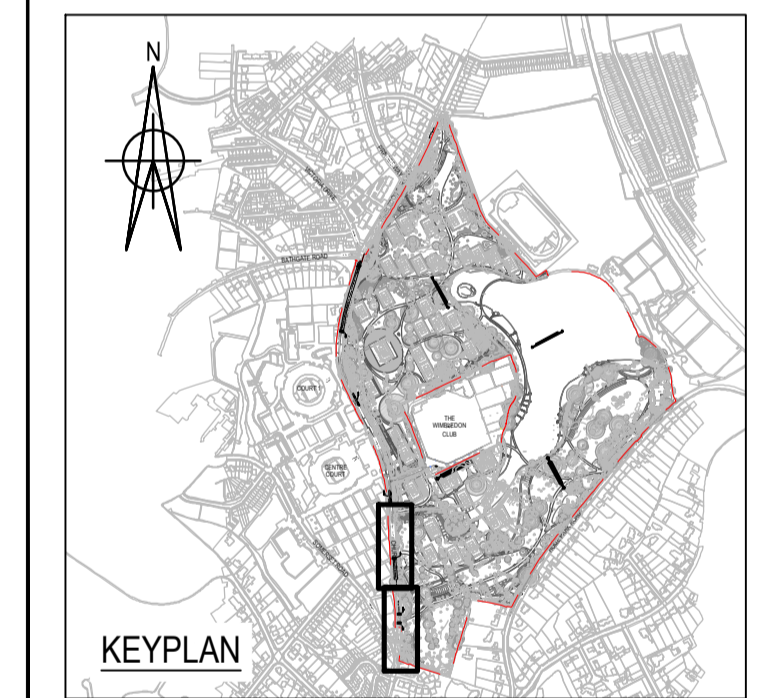
CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 2 OF 8)

© Buro Happold Limited or its group companies.
 All Rights reserved. Buro Happold and its group companies assert (unless otherwise agreed in writing) their rights under s.17 of the Copyright, Designs and Patents Act 1988.
 DO NOT SCALE THIS DRAWING.
HEALTH AND SAFETY INFORMATION
 IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:
 CONSTRUCTION
 MAINTENANCE/CLEANING/OPERATION
 DECOMMISSIONING/DEMOLITION

- Notes
- EXISTING KERBLINE TAKEN FROM MK SURVEY '28771', RECEIVED 24.08.2020.
 - 125mm KERB UPSTAND FOR STANDARD CARRIAGEWAY AREAS
 - 60mm KERB UPSTAND FOR RAISED TABLE AREAS.
 - DROPPED KERB (FLUSH) FOR VEHICULAR CROSSOVERS, TRANSITION KERBS AT EITHER END OF THE CROSSOVER.
 - KERBLINE ADJUSTMENTS ARE IN ORDER TO IMPROVE EASTERN FOOTWAY WIDTH TO 2m.
 - KERBLINE ADJUSTMENTS, CONSTRAINED BY THE TREES, TYPICALLY MAINTAIN EXISTING ROAD WIDTHS, RANGING 6.5 - 7m.
 - THERE ARE 38 EXISTING LIGHTING COLUMNS BETWEEN CH. 200 AND CH. 1100. THESE WILL BE REASSESSED AS PART OF S278 WORKS AND NEW LIGHTING COLUMNS PROPOSED.
 - EXISTING KERBS TO BE RE-USED WHERE APPROPRIATE.
 - ALL MATERIALS ARE INDICATIVE ONLY AND TO BE AGREED WITH THE PLANNING AND HIGHWAYS AUTHORITY.

LEGEND

EXISTING	---	EXISTING KERB LINE
PROPOSED	- - - - -	SITE BOUNDARY
	- - - - -	PROPOSED KERB LINE
	[Grey Box]	NEW ASPHALT CARRIAGEWAY
	[Yellow Box]	COLOURED ASPHALT CARRIAGEWAY
	[Red Box]	NEW PORPHYRY SETT CARRIAGEWAY PAVEMENT
	[Pink Box]	NEW GRANITE SETT PAVEMENT FOR VEHICLE CROSSOVER
	[Grey Box]	NEW ASPHALT FOOTWAY PAVEMENT
	[Yellow Box]	NEW COLOURED ASPHALT FOOTWAY PAVEMENT
	[Cross-hatched Box]	NEW HIGH QUALITY PORPHYRY OR SIMILAR FOOTWAY
	[Grid Box]	400x400x50mm GRANITE BUFF BLISTER TACTILE PAVING
	[Circle]	RETRACTABLE BOLLARDS



P05 GLA PLANNING ADDENDUM	29.04.24	DJ	MJ	
P04 ISSUED FOR PLANNING	23.06.21	MM	JE	
Rev	Description	Date	Drn	Cr'd

S2 - INFORMATION

Status of drawing

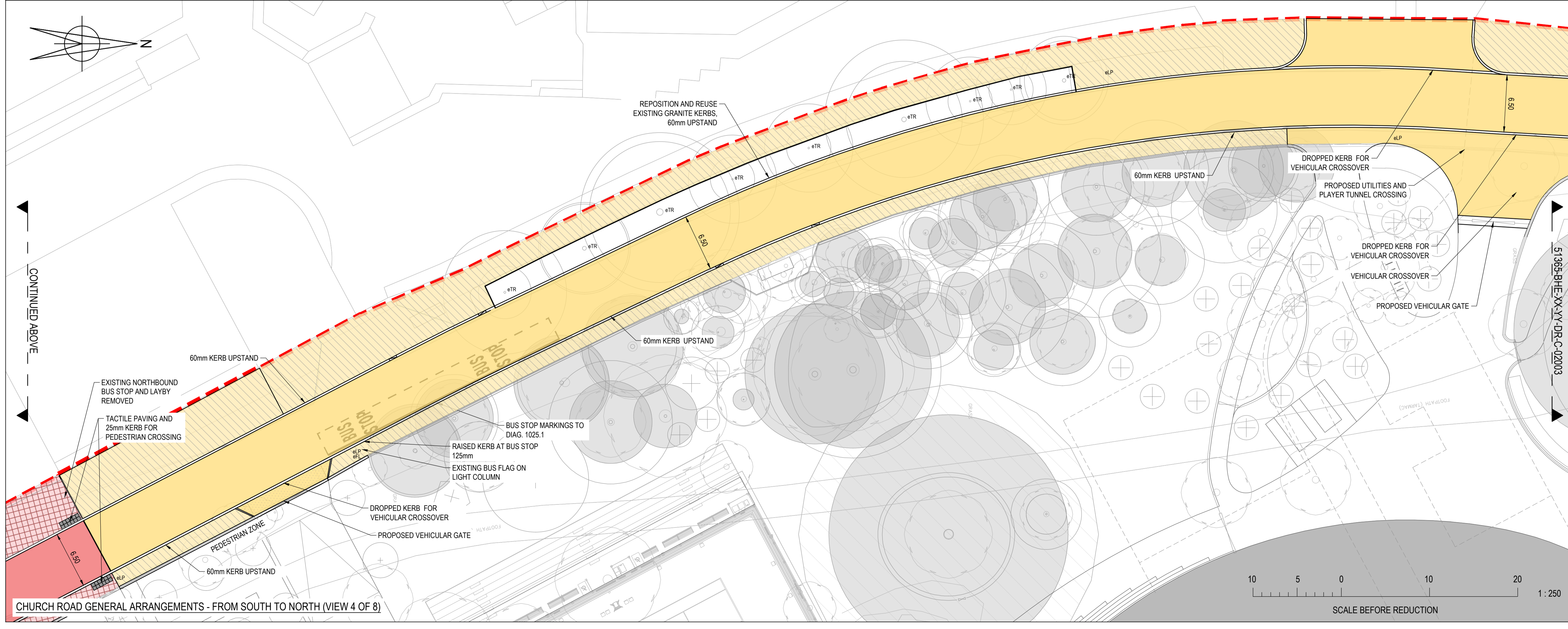
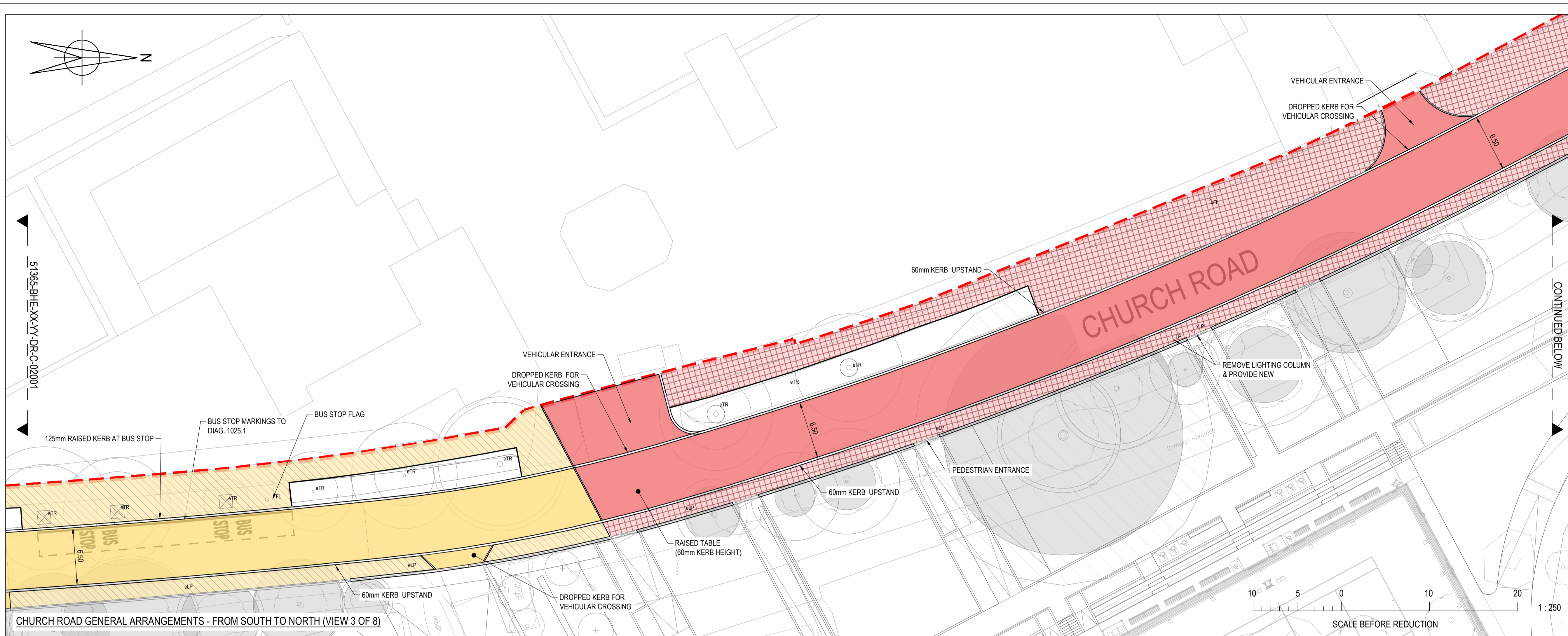
BURO HAPPOLD

17 Newman Street
 London
 W1T 1PD
 UK

Tel: +44 (0)20 7927 9700
 Fax: +44 (0)870 787 4145
 Email: 0044023@burohappold.com
 Web: www.burohappold.com

Architect: ALLIES AND MORRISON
 Project: AELTC WIMBLEDON PARK PROJECT
 Dig Title: CHURCH RD GENERAL ARRANGEMENT SHEET 1 OF 4

Scale@A1	1:250	Job No.	0044623
Drawn by	M.MARIANO	Date	JUNE 21
Checked by	R.LEBON	Rev	P05
Drawing No.		51365-BHE-XX-YY-DR-C-02001	



© Buro Happold Limited or its group companies.
 All Rights reserved. Buro Happold and its group companies assert (unless otherwise agreed in writing) their rights under s.17 of the Copyright, Designs and Patents Act 1988.
 DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION
 IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION

MAINTENANCE/CLEANING/OPERATION

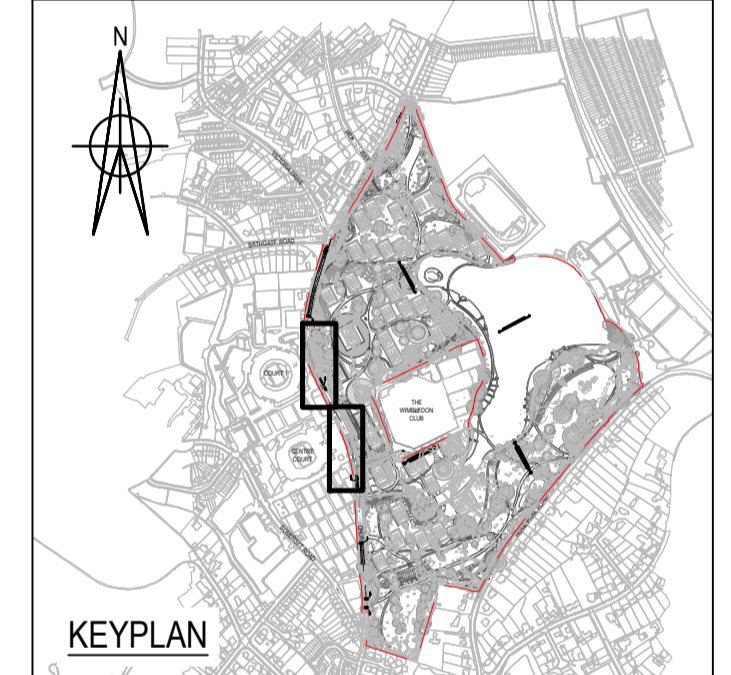
DECOMMISSIONING/DEMOLITION

Notes

- EXISTING KERBLINE TAKEN FROM MK SURVEY '28771', RECEIVED 24.08.2020.
- 125mm KERB UPSTAND FOR STANDARD CARRIAGEWAY AREAS
- 60mm KERB UPSTAND FOR RAISED TABLE AREAS.
- DROPPED KERB (FLUSH) FOR VEHICULAR CROSSOVERS, TRANSITION KERBS AT EITHER END OF THE CROSSOVER.
- KERBLINE ADJUSTMENTS ARE IN ORDER TO IMPROVE EASTERN FOOTWAY WIDTH TO 2m.
- KERBLINE ADJUSTMENTS, CONSTRAINED BY THE TREES, TYPICALLY MAINTAIN EXISTING ROAD WIDTHS, RANGING 6.5 - 7m.
- THERE ARE 38 EXISTING LIGHTING COLUMNS BETWEEN CH. 200 AND CH. 1100. THESE WILL BE REASSESSED AS PART OF S278 WORKS AND NEW LIGHTING COLUMNS PROPOSED.
- EXISTING KERBS TO BE RE-USED WHERE APPROPRIATE.
- ALL MATERIALS ARE INDICATIVE ONLY AND TO BE AGREED WITH THE PLANNING AND HIGHWAYS AUTHORITY.

LEGEND

EXISTING	---	EXISTING KERB LINE
PROPOSED	- - - - -	SITE BOUNDARY
	---	PROPOSED KERB LINE
	▒	NEW ASPHALT CARRIAGEWAY
	▒	COLOURED ASPHALT CARRIAGEWAY
	▒	NEW PORPHYRY SETT CARRIAGEWAY PAVEMENT
	▒	NEW GRANITE SETT PAVEMENT FOR VEHICLE CROSSOVER
	▒	NEW ASPHALT FOOTWAY PAVEMENT
	▒	NEW COLOURED ASPHALT FOOTWAY PAVEMENT
	▒	NEW HIGH QUALITY PORPHYRY OR SIMILAR FOOTWAY
	▒	400x400x50mm GRANITE BUFF BLISTER TACTILE PAVING
	○ ○ ○	RETRACTABLE BOLLARDS



P05 GLA PLANNING ADDENDUM	29.04.24	DJ	MJ	
P04 ISSUED FOR PLANNING	23.06.21	MM	RL	
Rev	Description	Date	Drn	Crd

S2 - INFORMATION

Status of drawing

BURO HAPPOLD

17 Newman Street
 London
 W1T 1PD
 UK

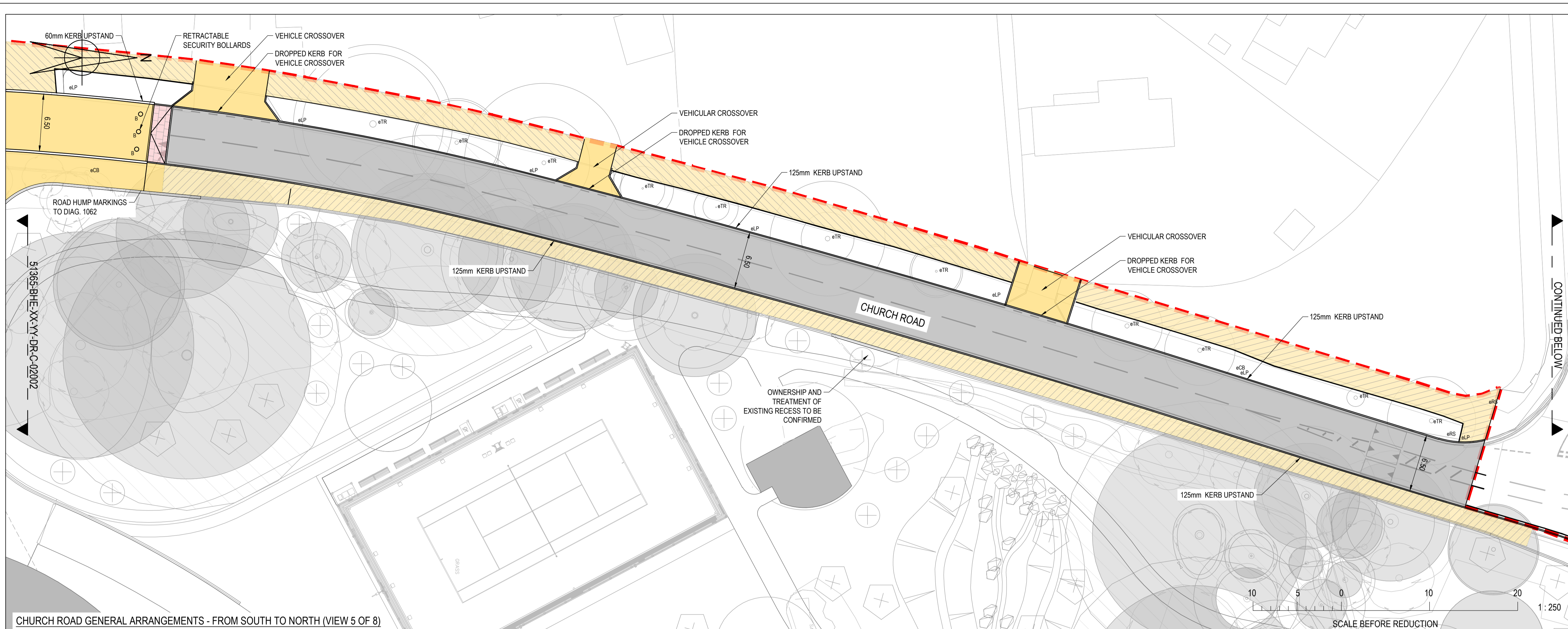
Tel: +44 (0)20 7927 9700
 Fax: +44 (0)870 787 4145
 Email: 0044023@burohappold.com
 Web: www.burohappold.com

Architect: **ALLIES AND MORRISON**
 Project: **AEITC WIMBLEDON PARK PROJECT**
 Dig Title: **CHURCH RD GENERAL ARRANGEMENT SHEET 2 OF 4**

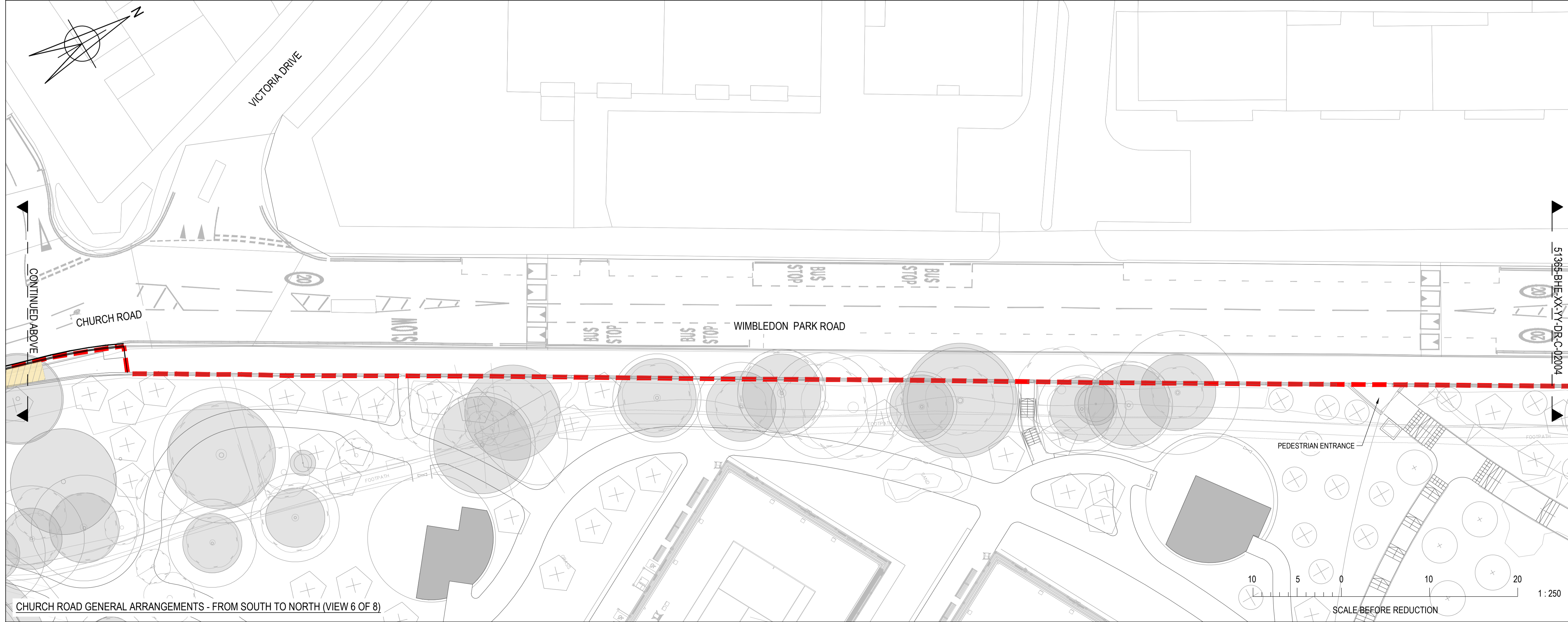
Scale: A1 1:250
 Drawn by: M.MARIANO
 Checked by: R.LEBON

Job No: **0044623**
 Date: JUNE 21
 Rev: **P05**

Drawing No: **51365-BHE-XX-YY-DR-C-02002**



CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 5 OF 8)



CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 6 OF 8)

© Buro Happold Limited or its group companies.
 All Rights reserved. Buro Happold and its group companies assert (unless otherwise agreed in writing) their rights under s.17 of the Copyright, Designs and Patents Act 1988.
 DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION
 IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION

MAINTENANCE/CLEANING/OPERATION

DECOMMISSIONING/DEMOLITION

Notes

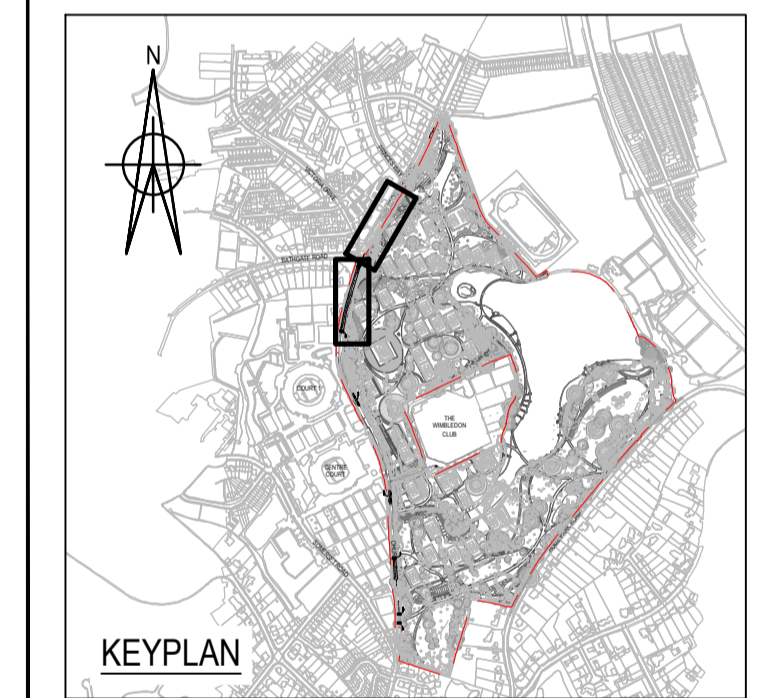
- EXISTING KERBLINE TAKEN FROM MK SURVEY '28771', RECEIVED 24.08.2020.
- 125mm KERB UPSTAND FOR STANDARD CARRIAGEWAY AREAS
- 60mm KERB UPSTAND FOR RAISED TABLE AREAS.
- DROPPED KERB (FLUSH) FOR VEHICULAR CROSSOVERS, TRANSITION KERBS AT EITHER END OF THE CROSSOVER.
- KERBLINE ADJUSTMENTS ARE IN ORDER TO IMPROVE EASTERN FOOTWAY WIDTH TO 2m.
- KERBLINE ADJUSTMENTS, CONSTRAINED BY THE TREES, TYPICALLY MAINTAIN EXISTING ROAD WIDTHS, RANGING 6.5 - 7m.
- THERE ARE 38 EXISTING LIGHTING COLUMNS BETWEEN CH. 200 AND CH. 1100. THESE WILL BE REASSESSED AS PART OF S278 WORKS AND NEW LIGHTING COLUMNS PROPOSED.
- EXISTING KERBS TO BE RE-USED WHERE APPROPRIATE.
- ALL MATERIALS ARE INDICATIVE ONLY AND TO BE AGREED WITH THE PLANNING AND HIGHWAYS AUTHORITY.

LEGEND

EXISTING

PROPOSED

- EXISTING KERB LINE
- SITE BOUNDARY
- PROPOSED KERB LINE
- NEW ASPHALT CARRIAGEWAY
- COLOURED ASPHALT CARRIAGEWAY
- NEW PORPHYRY SETT CARRIAGEWAY PAVEMENT
- NEW GRANITE SETT PAVEMENT FOR VEHICLE CROSSOVER
- NEW ASPHALT FOOTWAY PAVEMENT
- NEW COLOURED ASPHALT FOOTWAY PAVEMENT
- NEW HIGH QUALITY PORPHYRY OR SIMILAR FOOTWAY
- 400x400x50mm GRANITE BUFF BLISTER TACTILE PAVING
- RETRACTABLE BOLLARDS



P05 GLA PLANNING ADDENDUM	29.04.24	DJ	MJ	
P04 ISSUED FOR PLANNING	23.06.21	MM	RL	
Rev	Description	Date	Drn	Cr'd

S2 - INFORMATION

Status of drawing

BURO HAPPOLD

17 Newman Street
 London
 W1T 1PD
 UK

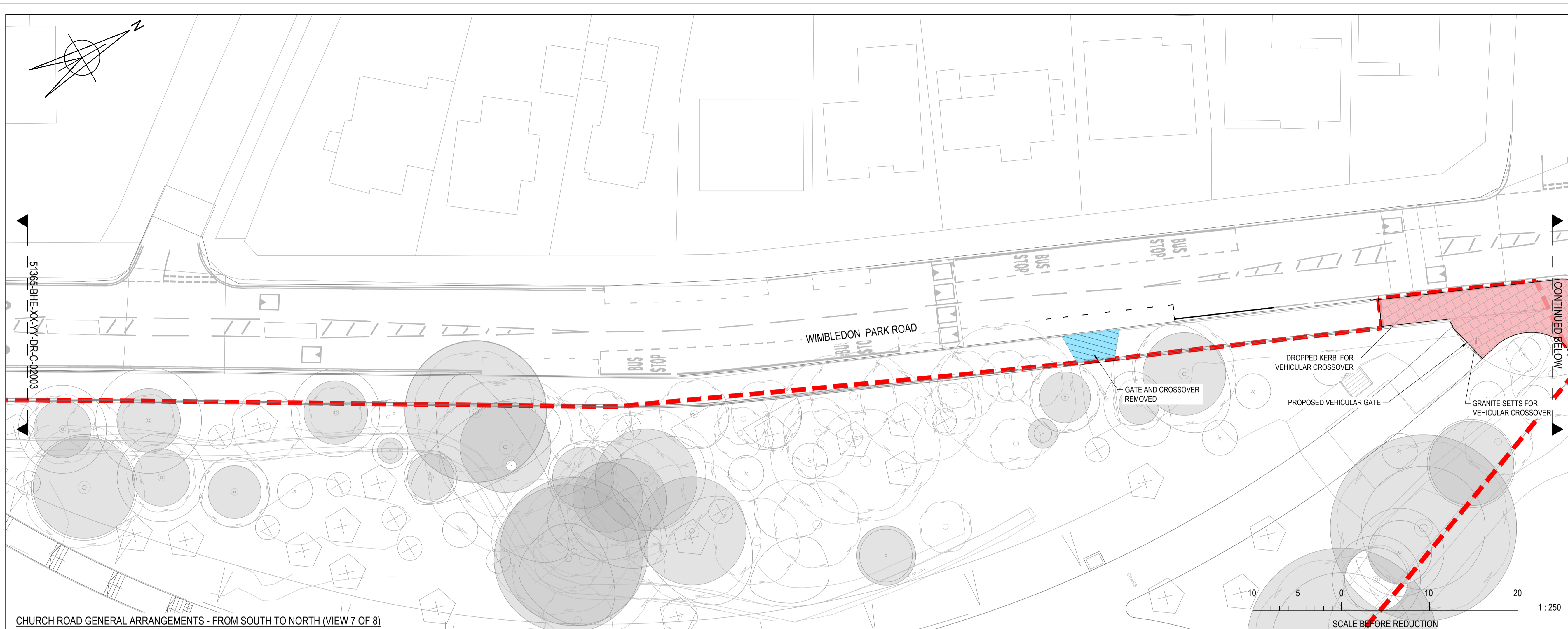
Tel: +44 (0)20 7927 9700
 Fax: +44 (0)870 787 4145
 Email: 0044023@burohappold.com
 Web: www.burohappold.com

Architect: ALLIES AND MORRISON
 Project: AELTC WIMBLEDON PARK PROJECT
 Dig Title: CHURCH RD GENERAL ARRANGEMENT SHEET 3 OF 4

Scale: A1 1:250
 Drawn by: M.MARIANO
 Checked by: R.LEBON

Job No: 0044623
 Date: JUNE 21
 Rev: P05

Drawing No: 51365-BHE-XX-YY-DR-C-02003



CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 7 OF 8)



CHURCH ROAD GENERAL ARRANGEMENTS - FROM SOUTH TO NORTH (VIEW 8 OF 8)

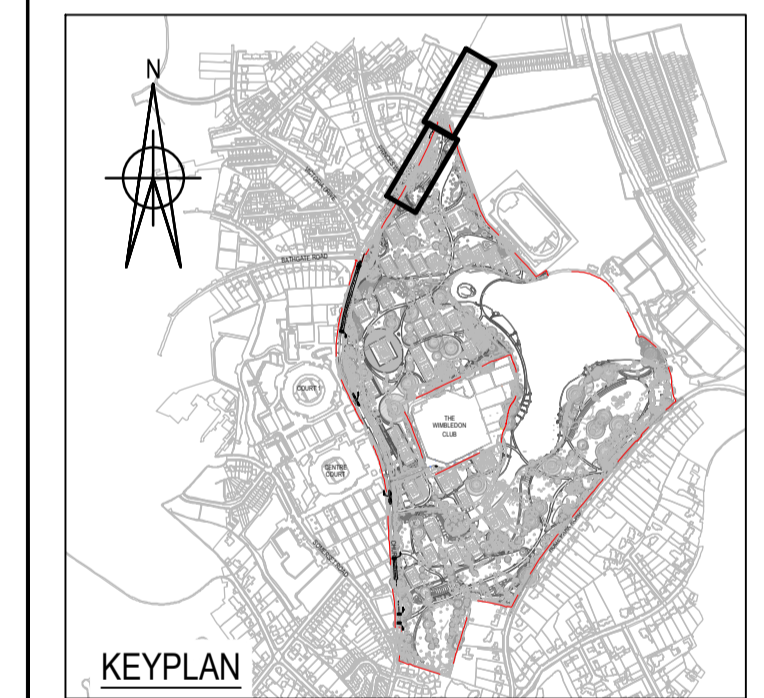
© Buro Happold Limited or its group companies.
 All Rights reserved. Buro Happold and its group companies assert (unless otherwise agreed in writing) their rights under s.17 of the Copyright, Designs and Patents Act 1988.
 DO NOT SCALE THIS DRAWING.

HEALTH AND SAFETY INFORMATION
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:
CONSTRUCTION
MAINTENANCE/CLEANING/OPERATION
DECOMMISSIONING/DEMOLITION

- Notes
- EXISTING KERBLINE TAKEN FROM MK SURVEY '28771', RECEIVED 24.08.2020.
 - 125mm KERB UPSTAND FOR STANDARD CARRIAGEWAY AREAS
 - 60mm KERB UPSTAND FOR RAISED TABLE AREAS.
 - DROPPED KERB (FLUSH) FOR VEHICULAR CROSSOVERS, TRANSITION KERBS AT EITHER END OF THE CROSSOVER.
 - KERBLINE ADJUSTMENTS ARE IN ORDER TO IMPROVE EASTERN FOOTWAY WIDTH TO 2m.
 - KERBLINE ADJUSTMENTS, CONSTRAINED BY THE TREES, TYPICALLY MAINTAIN EXISTING ROAD WIDTHS, RANGING 6.5 - 7m.
 - THERE ARE 38 EXISTING LIGHTING COLUMNS BETWEEN CH. 200 AND CH. 1100. THESE WILL BE REASSESSED AS PART OF S278 WORKS AND NEW LIGHTING COLUMNS PROPOSED.
 - EXISTING KERBS TO BE RE-USED WHERE APPROPRIATE.
 - ALL MATERIALS ARE INDICATIVE ONLY AND TO BE AGREED WITH THE PLANNING AND HIGHWAYS AUTHORITY.

LEGEND

EXISTING	---	EXISTING KERB LINE
PROPOSED	- - - - -	SITE BOUNDARY
	- - - - -	PROPOSED KERB LINE
	[Grey Box]	NEW ASPHALT CARRIAGEWAY
	[Yellow Box]	COLOURED ASPHALT CARRIAGEWAY
	[Red Box]	NEW PORPHYRY SETT CARRIAGEWAY PAVEMENT
	[Pink Box]	NEW GRANITE SETT PAVEMENT FOR VEHICLE CROSSOVER
	[Grey Box]	NEW ASPHALT FOOTWAY PAVEMENT
	[Yellow Box]	NEW COLOURED ASPHALT FOOTWAY PAVEMENT
	[Red Hatched Box]	NEW HIGH QUALITY PORPHYRY OR SIMILAR FOOTWAY 400x400x50mm GRANITE BUFF BLISTER TACTILE PAVING
	[Circle]	RETRACTABLE BOLLARDS



P05 GLA PLANNING ADDENDUM	29.04.24	DJ	MJ	
P04 ISSUED FOR PLANNING	23.06.21	MM	RL	
Rev	Description	Date	Drn	Ch'd

S2 - INFORMATION

Status of drawing

BURO HAPPOLD

17 Newman Street
 London
 W1T 1PD
 UK

Tel: +44 (0)20 7927 9700
 Fax: +44 (0)870 787 4145
 Email: 0044020@burohappold.com
 Web: www.burohappold.com

Architect: **ALLIES AND MORRISON**

Project: **AEITC WIMBLETON PARK PROJECT**

Dwg Title: **CHURCH RD GENERAL ARRANGEMENT SHEET 4 OF 4**

Scale: A1 1:250	Job No: 0044623
Drawn by: M.MARIANO	Date: JUNE 21
Checked by: R.LEBON	Rev: P05

Drawing No: 51365-BHE-XX-YY-DR-C-02004

Natalie Maynard
Buro Happold Limited
Level 5-8, The Featherstone Building
66 City Road
London, EC1Y 2AL
UK

T: +44 (0)207 927 9700

F: +44 (0)870 787 4145

Email: natalie.maynard@burohappold.com