

TRANSPORT STATEMENT

70 Willoughby Lane

London

N17 0SP

Change of use part of ground floor from offices to Community
Centre (D1) use and retention of shop front

CLIENT

ADA Group
167 Stoke Newington Road
London
N16 8BP

Ref: 3409/2.3
Date: March 2014

CONSULTING ENGINEERS

gta civils ltd
Gloucester House
66a Church Walk
Burgess Hill
West Sussex
RH15 9AS

Tel: 01444 871 444
Fax: 01444 871 401

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Issue	Date	Compiled	Checked
FIRST	25/03/14	NS	MR
SECOND	01/04/14	NS	MR
THIRD	22/04/14	NS	MR

1.0 EXECUTIVE SUMMARY

1.1 This report has been prepared in connection with a Planning Application for a Change of use part of ground floor from offices to Community Centre (D1) use and retention of new existing shop front at 70 Willoughby Lane London N17 0SP.

1.2 In 2012, the London Borough of Harringey refused planning application HGY/2012/2087 for the following reasons:

- The proposed development, due to the loss of office space would result in a loss of an employment generating use contrary to Policies EMP2 'DEA - Industrial Locations' EMP4 'Non-employment generating uses' and CW1 'New Community/Health Facilities' of the Unitary Development Plan 2006 and Policy 4.4 of the London Plan and SPG11B 'Buildings Suitable for Community Use'.
- The proposed development, by reason of inadequate parking arrangement is likely to compromise vehicular and pedestrian traffic safety. This would be contrary to Policy M10 'Parking for Development' of the Unitary Development Plan 2006 and Policy 6.13 'Parking' of the London Plan.

1.3 This report seeks to address the reason for refusal relating to the parking layout. The building is currently used for offices.

1.4 Overall, the site's accessibility by sustainable transport is good. Public transport (bus and rail) gives frequent easy access to the site from a wide area. The vast majority of visitors are local and will walk to the centre. There are specific highway facilities to encourage and enable safe access by cycle, and the extent of appropriate footway provision to be expected in such a built up area.

1.5 The proposed use would not generate unacceptable levels of transport demands at any time of the week; would not increase the current levels of travel demand intensity than the permitted use potentially could; would be significantly more acceptable in terms of the impact (scale, type and time) of transport demands on the local community; and has an inherently better potential for maximizing use of sustainable transport modes through travel planning approaches.

1.6 A draft Travel Plan has been prepared addressing the travel demands and needs of both staff and users of the Community Centre.

2.0 INTRODUCTION

- 2.1 This Transport Statement and Travel Plan have been prepared by GTA Civils Ltd for ADA Group. It has been prepared in response to the refusal by the Local Planning Authority of Planning Application (HGY/2012/2087) for a Change of Use from office to Community use (D1) at 70 Willoughby Lane London N17 0SP.
- 2.2 The report addresses the transport demands of the existing permitted and proposed land uses; the accessibility of the site to appropriate sustainable transport modes; parking availability in the area; and a Travel Plan for both staff and users.
- 2.3 In the preparation of this report we have:
- Viewed the site and its surroundings, and the transport networks serving the site;
 - Referred to appropriate Government Guidance;
 - Reviewed the home place distribution of the community centre users and their relationship with appropriate sustainable transport networks.

3.0 DESCRIPTION & HISTORY OF SITE

- 3.1 The site is located at No. 70 Willoughby Lane, London N16 8BP. The application site is part of the ground floor of a block of offices which are three storeys high to the front. The application site is within the Northumberland Park Industrial Estate, which is located on the east side of Willoughby Lane.
- 3.2 The building was purpose built for office use probably sometime in the 1960s or 70s. The total usable floor space is 500m². It is understood that the building has been vacant for a considerable length of time.
- 3.3 It is proposed to convert the ground floor of the building for community uses.
- 3.4 The site currently has no car parking spaces. There are two vehicular accesses to the site onto Willoughby Lane, one to the south of the site (the main access to the industrial estate) and one to the north. Pedestrian access is gained through the shop front on Willoughby Lane, with access to the parking spaces to the rear of the property.
- 3.5 In accordance with the London Plan Table 6.3 Cycle parking standards, 12 cycle parking spaces will be provided.
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4.0 SITE ACCESSIBILITY

- 4.1 Willoughby Lane is a B classified road connecting Northumberland Park to the south and Brantwood Road/Leeside Road/Dysons Road to the north. Willoughby Lane serves as a local distributor road connecting to the A406 North Circular Road, approximately 1.5km north of the site. Just to the west of the site (800m) is the High Street (A1010).
- 4.2 In order to establish the relative accessibility of the site, a Public Transport Accessibility report (Ptal) has been undertaken for the site to assess the transport accessibility of the site. The Ptal report indicates this site is rated 2 which represents below average transport accessibility (Appendix C). Whilst the Ptal is low, this is less relevant as most users of the community centre are local and therefore, within walking distance of the site. A more detailed analysis of accessibility has been undertaken in the following paragraphs.
- 4.3 The nearest bus stops are at Northumberland Park bus interchange to the south and Willoughby Lane/Leeside Road to the north, both of which are both around 350m away which represents a short walk. There are a variety of bus routes and services available particularly from Northumberland Park connecting to a number of local and more distant destinations (Appendix D). Service 341 runs along Willoughby Lane and passes the site.
- 4.4 Northumberland Park railway station is within 400m of the site and is easily accessible on foot. Available services via Northumberland Park railway station are listed in Table 1 below:

Table 1 Rail services from Northumberland Park Railway Station

Destination	Level of Service	Journey Time
Liverpool Street	Every 20-30 mins	27 mins
Angel Road	Every 30 mins (peak hours)	2 mins
Ponders End	Every 20-30 mins	24-30 mins
Tottenham Hale	Every 30 mins	3 mins
Tottenham Hale Underground Station (Victoria Line)	Walthamstow (n/b) – Every 3 mins	4 mins
	Brixton (s/b) – Every 4 mins	29 mins
Stratford International	Every 30 mins	34 mins

- 4.5 Pedestrian access to the building is via the shop entrance/exit on Willoughby Lane. The footway outside the Application building varies in width, but is generally over 2m. There is a narrow layby for loading/unloading directly in front of the application site. This would be available for users (including disabled visitors) of the community centre to be dropped off thus allowing convenient access to the front of the building.
- 4.6 Willoughby Park Road, opposite the site, is a residential road providing access to a controlled parking zone - on-street parking is restricted during match days (Tottenham Hotspur FC) for evening games 5pm to 8.30pm and Saturdays/Sundays/Bank Holidays 12noon to 4.30pm. This applies to Willoughby Lane and the streets around the site such as Willoughby Park Road; Willoughby Grove etc. During these times, parking is restricted to permit holders only, outside of these hours on-street parking is permitted. There are other local roads such as Heybourne Road and Cartmel Close that are outside of the zone where on-street parking is permitted throughout the day.
- 4.7 Despite the low Ptal rating overall, the site's accessibility by sustainable transport is considered to be good. Public transport (bus and rail) gives frequent easy access to the site from a wide area (Appendix D). The extent of appropriate footway provision is as would be expected in such a built up area.
- 4.8 Access to the site by car is relatively poor. Although the highway network is suitable, public parking available in this area that could serve the site is limited and the site has limited on-site parking provided. There are, however, opportunities for passenger pick up / drop outside of the building entrance. The limited parking available around the site is likely to limit those considering driving to the site and therefore, reduce any potential for traffic generation. The application site is for the very local community where most of the users are expected to attend by foot and from close proximity
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5.0 TRANSPORT DEMANDS

5.1 Permitted Use

The current lawful use of the site is as offices, Use Class B1. In our experience, office use has the potential to generate a substantial amount of patronage and therefore associated transport demands. Their transport and access demands would mostly have arisen during the morning and evening peak hours (0800-0900 & 1700-1800).

- 5.1.1 The likely trip generation of the existing site has been assessed using the Trip Rate Information Computer System (TRICS) database. Using the category of 'Employment' and sub-category of 'Offices' the likely trip rate for an edge of town centre site has been established. Based on a floor area of 500m², this indicates the likely trip rates are as shown in Table 2 below.

Table 2 Trip generation associated with the existing office use

Time period	Trip generation
AM Peak hour (0800-0900)	5
PM Peak hour (1700-1800)	4
Daily	35

The TRICS output files are included in Appendix E

- 5.1.2 The TRICS analysis shows that the current traffic demand for the site is around 35 trips on a typical day.
- 5.1.3 In summary, the permitted use could have been expected to give rise to significant travel demands during a typical weekday; pressures for on-street parking that could not readily be accommodated in the vicinity; pedestrian and vehicular departure movements at times of the day least compatible with residential amenity.
-

5.2 Proposed Use

The proposed use includes a community use with membership currently about 50-60. The centre will be used for a variety of uses such as:

- Place of worship
- Specialist day centre for the local Kurdish/Turkish community
- Community kids after school club;
- Support lessons

Together with staff, the maximum total potential attendance at any activity at the centre is estimated at about 200 people for Friday prayers.

5.2.1 The community uses are unlikely to generally be held at times which would give rise to travel demands in periods of other general high travel demands (ie: outside of the typical peak hours). The intended activities are set out below, together with anticipated typical attendances based on current experience:

- Friday prayers usually 1200 – 1330 – maximum attendance 200;
- Daytime activities between 1100-1600 on weekdays (Monday to Friday) – anticipated attendance approx 30 (Coffee morning meetings, afternoon tea meetings, etc);
- Evening activities between 1600-2000 on weekdays (Monday to Friday) – anticipated attendance 30 maximum (after school support lessons);
- Special Monthly events to be held during the last week of the month between 1900-2200 – anticipated attendance approx 50;
- Youth activities, Meetings and Counseling (Saturday) – anticipated attendance not exceeding 20-25 at any one time;
- Saturday/Sunday activities 1200-1900 – maximum attendance 30.

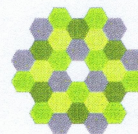
5.2.2 The Home places of current members are known from the local records (Appendix B). Most current members live or work within walking distance of the site (the majority within 600m of the site) or within reach of the extensive network of bus services serving the site seven days a week. The experience of the community in its current form is that most members use those sustainable means of access as they live within a short walk of the centre (eg: workers in the Industrial Estate attending Friday prayers) and this is expected to remain the case. For those limited numbers who choose to come to the new site by car, there is sufficient on-street parking space during the day..

- 5.2.3 Any demand for car parking would only be associated with Friday prayers because of increased numbers attending rather than a significantly different pattern of modal choice. No more than 60 by car are anticipated, with a bias towards family groups travelling together rather than individuals travelling alone. Experience elsewhere with such developments indicates average car occupancy of at least 3; total anticipated vehicle parking demand on a Friday daytime would therefore be about 20. This can be accommodated by a combination of on-street parking on local streets such as Willoughby Park Road, Willoughby Lane.
- 5.2.4 In addition to its formal programme, it is also intended that the centre operate an 'open door' policy, welcoming the whole community through the day. Such an approach may create additional travel demands but, by their very nature, these would tend to be walk-in predominantly with very little dedicated new demands attracted to the site by car.
- 5.2.5 Staff levels are expected to be 2 full-time and 2 part-time. Arrival and departure times would be dependent on the operational needs and requirements for evening / weekend activities etc.
- 5.2.6 By their nature, opportunities for influencing both staff and community centre users travel choices are good being both generally predictable in terms of trip origin / destination, and amenable given the characteristics of the target population.
- 5.3 Transport Demands Summary
- 5.3.1 The existing lawful use of the site is office (B1) which is likely to create around 42 movements which will mainly take place during the typical peak hours (0800-0900 & 1700-1800) Monday to Friday. There is limited on-site parking and therefore, those travelling by car must park on-street.
- 5.3.2 The proposed use would not give rise to significant travel demands, with those demands peaking during the weekday outside of the typical peak hours and Saturday daytimes and evenings. It is difficult to be precise about trips associated with the proposed community centre use, but based on the fact that most users of the facility live within walking distance of the site (within 600m), it is likely that this will be the main transport mode associated with the proposed use. Any material pressure for parking could be accommodated by existing on-street parking facilities in the vicinity; and more acceptable transport demand impacts on the local community.
- 5.3.3 A Travel Plan has been produced for the centre and is attached in Appendix F.
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6.0 CONCLUSION

- 6.1 The existing lawful use of the site is office falling into the B1 Land Use Category.
 - 6.2 The existing use as offices is likely to generate around 35 trips during a typical weekday with trips of around 6 during the peak hours as defined through the TRICS analysis.
 - 6.3 The proposal is to convert the offices to a community centre.
 - 6.4 The proposed uses of the community centre are primarily for local people with a range of activities during the day time outside of the peak hours, evenings and at the weekend.
 - 6.5 The majority of users of the community centre will live within walking distance of the site and this together with the lack of parking availability is likely to reduce vehicle trips associated with the proposed use. The use is unlikely to create trips during the peak hour and total number of trips is unlikely to any greater than the existing use. Any vehicular trips are unlikely to conflict with the other users of the industrial site.
 - 6.6 Good bus services are available near to the site offering a realistic alternative to the car.
 - 6.7 In summary, the proposed use as a community centre is unlikely to lead to an increase in vehicular activity and there are no undue highway constraints that would restrict the grant of planning permission for the proposed use.
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APPENDIX A SITE LOCATION PLAN



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APPENDIX B VISITOR HOME PLACES

Willoughby Park Road - 5 families, N17
Northumberland Park - 40 families, N17
Willoughby Grove - 2 families, N17
Willoughby Lane - 20 families, 25 stores, N17.
Middleham Road - 5 families, N18
Shelbourne Road - ~~7~~ 4 families, N17
Sheringham Avenue - 4 families, N17
Park Lane / Tottenham - 8 families, N17
Swaythling Close, 2 families, N18
York Road - 6 families, N18
Fore Street - 50 families, N18
High Road / Tottenham - 30 families N17
Woolmer Road - 3 families N18.
Haynes Close - 5 families N17.
White Hart Lane - 20 families, N17.
Morpeth Walk - 2 families, N17.
~~Haynes Close - 5 families N17.~~
West Road - 3 families, N17.
Brantwood Road - 5 families, N17
Northumberland Park Industrial Estate - 30 stores.
Cartmel Close - 2 families, N17.
Heybourne Road - 1 family, N17.
Woodrow Ct - 1 family, N17
Willoughby News - 2 families N17.
Blaydon Walk - 3 families, N17.
Blaydon Close - 2 families, N17.

Willoughby Park Road - 5 families, N17
Northumberland Park - 40 families, N17
Willoughby Grove - 2 families, N17
Willoughby Lane - 20 families, 25 stores, N17.
Middleham Road - 5 families, N18
Shelbourne Road - 7 families, N17
Sheringham Avenue - 4 families, N17
Park Lane / Tottenham - 8 families, N17
Swaythling Close, 2 families, N18
York Road - 6 families, N18
Fore Street - 50 families, N18
High Road / Tottenham - 30 families N17
Woolmer Road - 3 families N18.
Haynes Close - 5 families N17.
White Hart Lane - 20 families, N17.
Morpeth Walk - 2 families, N17.
~~Woolmer Road - 3 families N18.~~
West Road - 3 families, N17.
Brantwood Road - 5 families, N17
Northumberland Park Industrial Estate - 30 stores.
Cartmel Close - 2 families, N17.
Heybourne Road - 1 family, N17.
Woodrow Ct - 1 family, N17
Willoughby News - 2 families N17.
Blaydon Walk - 3 families, N17.
Blaydon Close - 2 families, N17.

APPENDIX C PtaI REPORT

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20142303123307
Description 20142303123307
Run by user PTAL web application
Date and time 23/03/2014 12:33

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 534839, 191370

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	N'LAND PK WILLOUGHBY LA	476	240.39	7.5	1.0	3.0	6.0	9.0	3.33	3.33

BUS	WILLOUGHBY L BRANTWOOD R	341	183.68	6.0	0.5	2.3	7.0	9.3	3.23	1.61
BUS	NORTUMBERLAND PARK STAND	W3	356.96	11.5	0.5	4.46	4.61	9.07	3.31	1.65
LT SAP Points Not Found										
NATIONAL_RAIL	NORTHUMBERLAND PARK	HERTFORD EAST to STRATFORD	369.21	0.33	0.5	4.62	91.66	96.27	0.31	0.16
NATIONAL_RAIL	NORTHUMBERLAND PARK	HERTFORD EAST to STRATFORD	369.21	0.33	0.5	4.62	91.66	96.27	0.31	0.16
NATIONAL_RAIL	NORTHUMBERLAND PARK	STRATFORD to BISHOPS STORTFORD	369.21	1.0	1.0	4.62	30.75	35.37	0.85	0.85
NATIONAL_RAIL	NORTHUMBERLAND PARK	STRATFORD to BROXBOURNE	369.21	0.33	0.5	4.62	91.66	96.27	0.31	0.16
NATIONAL_RAIL	NORTHUMBERLAND PARK	STRATFORD to HERTFORD EAST	369.21	0.33	0.5	4.62	91.66	96.27	0.31	0.16

Total AI for this POI is 8.08.

PTAL Rating is 2.

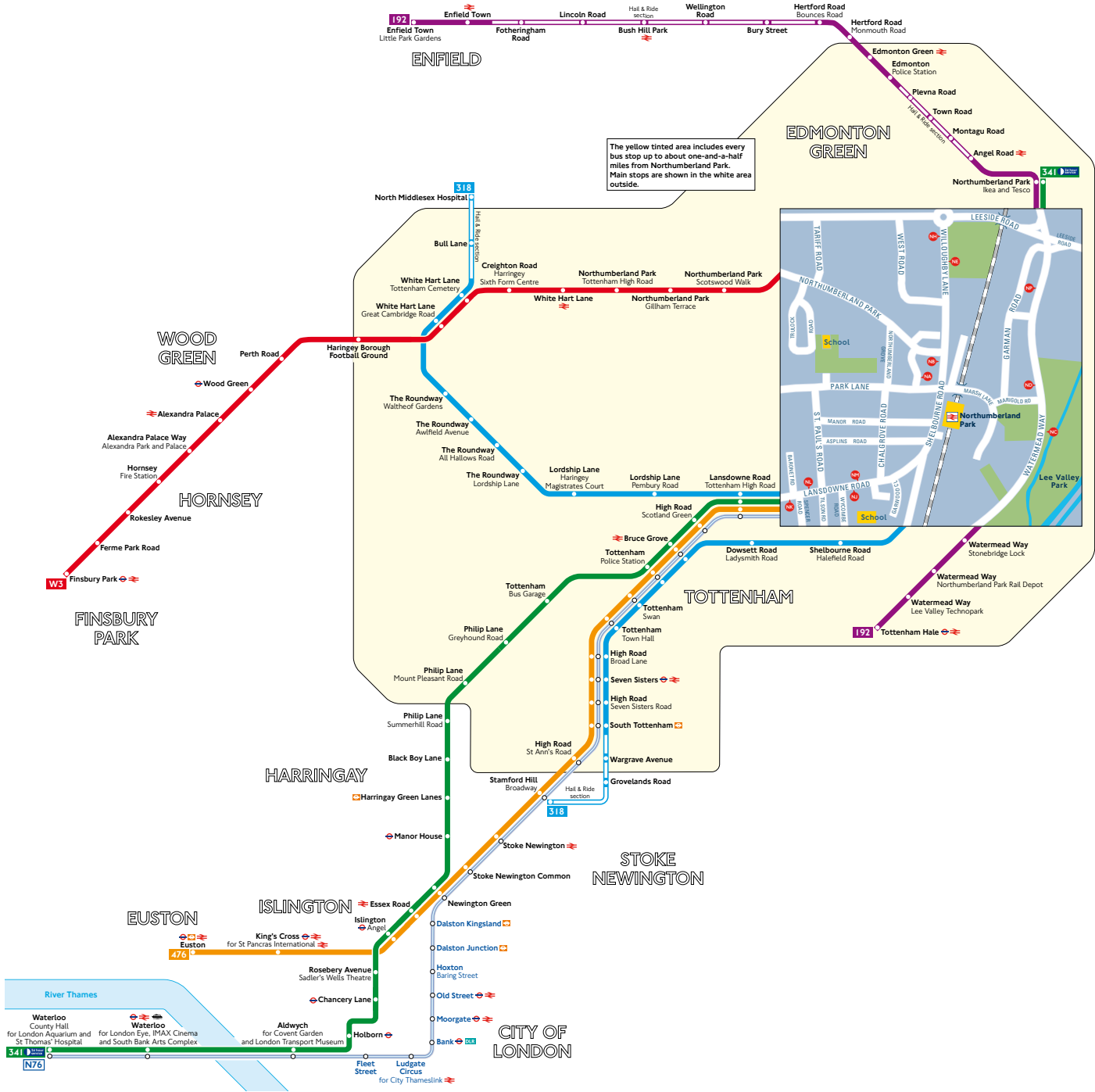
APPENDIX D BUS SERVICES MAP

Buses from Northumberland Park

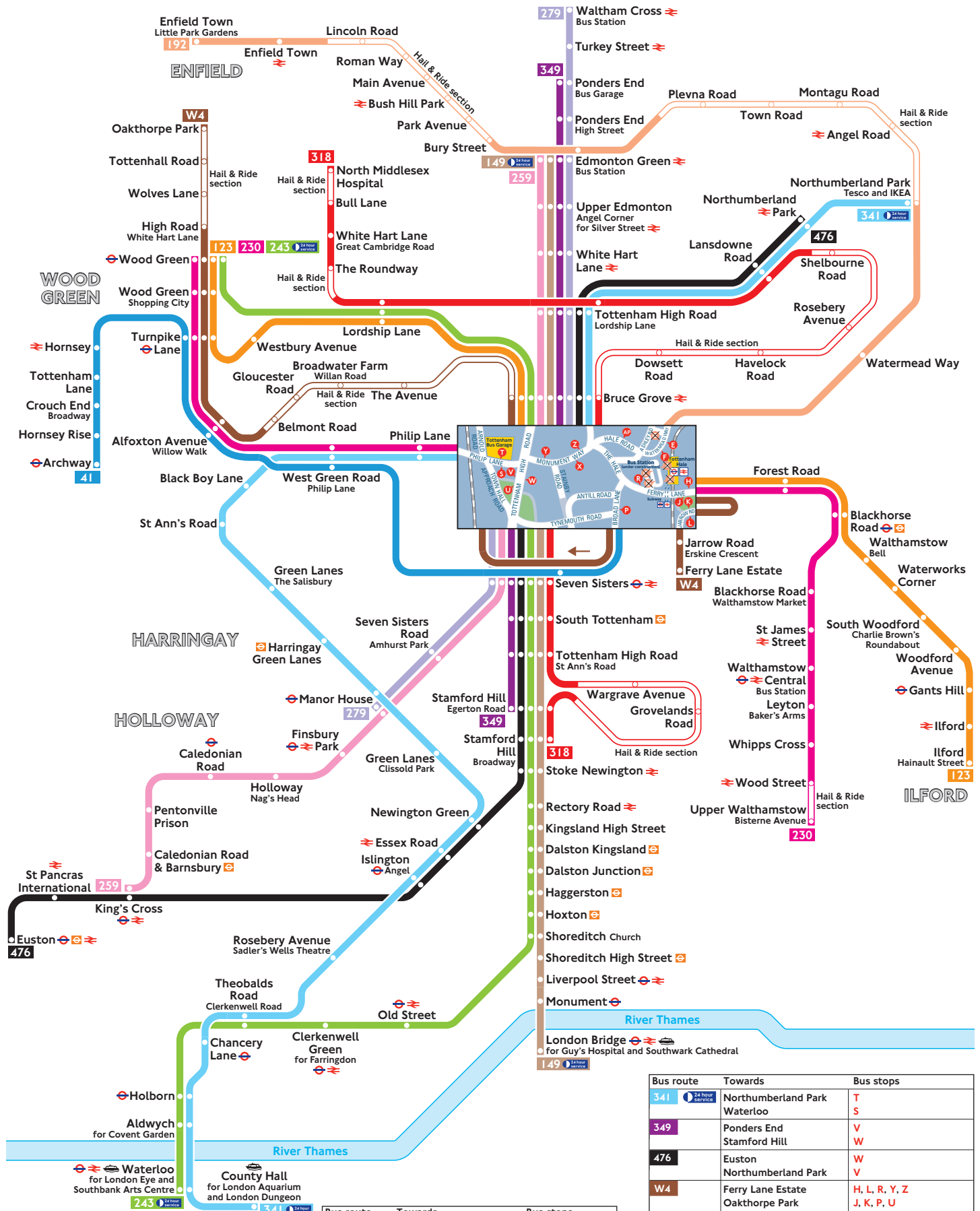
Route finder

Day buses including 24-hour services		
Bus route	Towards	Bus stops
192	Enfield	ND NH
	Tottenham	NE
318	North Middlesex Hospital	ND NH
	Stamford Hill	ND NH
341	Northumberland Park	ND NE NW NK
	Waterloo	NA NE NW NK
476	Euston	ND NE NW NK
W3	Finsbury Park	NA

Night buses		
Bus route	Towards	Bus stops
N76	Waterloo	NA NW NK



Buses from Tottenham Hale



Route finder
Day buses including 24-hour services

Bus route	Towards	Bus stops
41	Archway	E, P
123	Ilford Wood Green	H, R, Y, Z J, X
149	Edmonton Green London Bridge	V W

Bus route	Towards	Bus stops
192	Enfield Town	F
230	Upper Walthamstow Wood Green	H, R, T, Y, Z J, S, X
243	Waterloo Wood Green	W U
259	Edmonton Green King's Cross	V W
279	Manor House Waltham Cross	W V
318	North Middlesex Hospital Stamford Hill	V W

Bus route	Towards	Bus stops
341	Northumberland Park Waterloo	T S
349	Ponders End Stamford Hill	V W
476	Euston Northumberland Park	W V
W4	Ferry Lane Estate Oakthorpe Park	H, L, R, Y, Z J, K, P, U

Night buses

Bus route	Towards	Bus stops
N41	Trafalgar Square	E, P
N73	Victoria Walthamstow	J, W, X H, R, U, Y, Z
N76	Northumberland Park Waterloo	V W
N279	Trafalgar Square Waltham Cross	W V

APPENDIX F TRAVEL PLAN

TRANSPORT / TRAVEL PLAN STATEMENT

70 Willoughby Lane, London N17 0SP



Prepared by: ME

70 Willoughby Lane, London N17 0SP

Site and surroundings

...

Proposal

Change of use....

Planning History

...

Highways / transport issues

This statement to examine the transport implications of planning application for change of use to community centre.

The application site's former use is B1 offices, proposal is for community centre/mosque.

The site is in a sustainable location with some local facilities and public transport services and as such will be particularly attractive to local residents and workers of the industrial estate who would not be driving specifically for the proposal site.

This document allows predictions to be made of not only the likely traffic movements from the development.

Users

Proposed community centre will normally accommodate maximum 30 people. This number will vary daily depending on the offered activities. Centre is aimed to have coffee mornings and tea afternoons to provide some help and guidance during the day.

All after class activities will be a help for students to continue their further education and for students from local area which will be held on 16.00 until 20.00.

Centre will also be used as place of worship for the muslim community. Daily lunchtime prayers will be attended by local residents and workers which normally does not exceed 50 people. Friday prayers which attracts most number of people of 200; all from local area.

There will be new 12 cycle parking spaces for users and staff who prefers cycling and for children who attends to trainings. Others will use the public transport and walk to

attend to activities and daily prayers, there will be no need (and non provided) for off street car parking as this is a local centre.

There will be an office to the front of the site which will be occupied by 2 part time and 2 full time workers. This office will be in connection with the community centre and staff would be supporting activities within the community centre.

Staff

Site was vacant for some considerable time and there are currently lots of vacant office spaces within the estate. Most offices are occupied only with 2-3 employees and under used.

Front part of the building will still be kept as an office with 2 full time and 2 part time workers. These workers are from local areas and they do not travel to site by car. Office staff will also be attending to classrooms and provide regular advice and guidance to local people (youth, elderly and women).

Servicing

Due to the proposed community centre use, application site will not have any increase on deliveries. The expected deliveries on the site will be less than existing office use as there will be no ancillary food is aimed for this centre.

Existing: 16 car parking spaces (no disabled, no cycle parking)

Proposed: 14 car parking spaces including 2 disabled; 8 cycle parking spaces.

With regard to refuse and the recycling, collection points are within close proximity to the application site. There are Eurobins provided for the proposed use and collection will be a similar to existing and no additional trips are expected in this respect. As such the rate of servicing for recyclables and refuse is expected to be once a week rather than a number of times during the week.

Servicing and delivery details are less than existing they will be very modest scale; and not detrimental to the area considering existing use and industrial estates surrounding.

In conclusion it is considered that the development is compliant with the National Planning Policy Framework and the approach taken to access by sustainable modes and limitation in parking facilities forms part of the 'golden thread of sustainability' required by the NPPF, whilst complementing the many environmentally friendly themes which run through this development. It is considered that the proposed development will not have any material adverse impact on highway safety or capacity.

Travel Plan Statement

In a wider sense the Travel Plan Statement will aid in protecting the general environment and will encourage and engage users of community centre in playing their part in addressing sustainability issues. The proposed development will be for up to 30 people at any time except Friday prayers.

The Department for Transport published in April 2009 its guidance note: Good Practice Guidelines: Delivering Travel Plans through the Planning Process. This indicates that for a development of between 50 to 150 users a Travel Plan Statement (TPS) rather than a Travel Plan (TP) is required. Although this development generally falls below the above limits a Travel Plan Statement provided to support the application. This is believed to be on the basis that the 200 attendees on Friday prayers and there will be a greater reliance is placed upon accessing the site by alternative sustainable means.

Good Practice Guidelines: Delivering Travel Plans through Planning Process provides an indication of the content of a TPS and states:

It is likely to focus on the provision of measures on site to encourage sustainable travel, or a contribution towards a more strategic scheme. It could also include provision of travel information to students and encourage use of sustainable transport.

In the more local context Transport for London and the Greater London Authority promote Travel Plan development and implementation and together have produced Travel Planning for New development in London (2011) which sets out the expectations and methodology for Travel Plans which support development proposals.

In the general context 'travel plan measures' can offer reductions in the region of between 10% - 14% in car use for residential sites.

This site is in a fairly sustainable location with excellent below average access to local facilities and public transport services. There will be two drop off spaces to front to ensure disabled users are accessed to this community facility.

In accordance with national guidance the detailed planning application is also supported by Transport Statement which in addition to considering the vehicular impact of the development and takes into account of access to the site by sustainable modes of travel and the availability of local facilities which are likely to be used by all users.

Executive Summary

This Travel Statement Plan (TPS) seeks to encourage users and staff of the proposed community centre to use alternative sustainable means of travel which will likely to be the scenario here as this is a very local facility and there will be a minimal increase traffic to and from the site. Travel Plans and Travel Plan Statements seek to influence behavior towards more sustainable methods of travel methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.

The key actions arising from this plan are:

The provision of information to the users on their each attendance via Welcome Pack which indicates the ease the ease by which the site can be accessed by sustainable modes of travel and the availability of local facilities can be accessed by sustainable modes.

The provision of information via the Welcome pack which indicates the health benefits of using active forms (walking and cycling) of sustainable modes of travel.

The provision of cycle storage facilities for users and staff to encourage that mode of travel.

The provision of information in communal areas which indicates the availability and location of local public passenger transport facilities.

Travel Plan Statement Objectives

In accordance with Local and National Government Policies to protect and enhance the environment, this Travel Plan Statement assesses the current accessibility situation of the site, and proposes initiatives and measures to encourage accessibility via a variety of transport modes.

It is likely that users will use sustainable transport to this local facility due its scale and activities within the site.

It will be applicant's and managements responsibility to manage and carry out works on the communal areas and undertake the initial actions set out in this TPS.

It is acknowledged that no availability of parking space within this development will influence the decision made by staff and this factor will reasonably be assumed to contribute to further reductions from the level of predicted vehicular traffic.

With respect to the predicted level of staff and user trips generated by the development is not expected to be more as existing office use likely to generate more traffic and deliveries to the site.

This TPS information may help to reduce vehicular movement which is on its peak during the Friday prayers. Staff employed or users of D1 would be encouraged to use sustainable modes of travel.

Proposed use will not bring any additional servicing and staff traffic and with respect to vehicle movements.

Given the expected low level of vehicular use (only for Friday prayers maximum 30 vehicle movements) it is reasonable to assume that a target of 20% reduction in car use should be aimed for. This value is applied to all modes of sustainable travel rather than to one specific type or groups of modes.

Active Travel – Accessibility on Foot

Walking is an important mode of transport in the urban area; it can replace a large number of short car journeys which contribute to congestion and pollution, and the need for car parking. Walking is the most sustainable form of transport and provides one way of reducing pressure on the environment. People walking are also travelling at a pace that gives them a greater connection with their surroundings and can have positive benefits in relation to a community's security through increased surveillance.

Walking stimulates both personal health and the health of communities and local economies. Government health improvement advice states that just 30 minutes brisk walking 5 times a week can bring about significant reductions in the risk of coronary heart disease, high blood pressure and diabetes.

In relation to acceptable walking distances *Manual for Streets* which is the latest national guidance on the design of residential roads offers the following guidance in

Section 4.4, “*The walkable neighbourhood*”.

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents (in this case – students) may access comfortably on foot. However, this is not an upper limit and walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents”.

Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. A further benefit of cycling is linked to increased general health and fitness which has personal benefits as well as economic benefits for the nation in terms of health service costs. The bicycle is generally more affordable than the car and hence there are social equity benefits to the promotion of cycling. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

Travel Plan Measures

As stated in the *Executive Summary* the key actions arising from this plan are:-

- The provision of information to the users and staff are at their attendance and beginning of their occupation via Welcome Pack which indicates the ease the ease by which the site can be accessed by sustainable modes of travel and the availability of local facilities can be accessed by sustainable modes.
- The provision of information via the Welcome pack which indicates the health benefits of using active forms (walking and cycling) of sustainable modes of travel.
- The provision of cycle storage facilities for all to encourage that mode of travel.
- The provision of information in communal areas of the community centre, specially entrances and corridors which indicates the availability and location of local public passenger transport facilities.
- Indicates the availability and location of local public passenger transport facilities.

For users a Welcome Pack will be provided at their first attendance which set out details of local facilities that are within their “walking neighbourhood” and the wider 2km locality and will indicate the position of bus stops and the local Train Station and of the services provided from them. Walking within the immediate neighbourhood is well catered for with suitable footways, street lighting and crossing points. In addition by a short walk public transport facilities (bus stops and station) are gained with no significant conflicts with other transport modes, ie major traffic interchanges or at grade crossing of high speed dual carriageways.

The Welcome Pack will include details of the health and well being benefits that are associated with active travel, walking and cycling. Reference will be made to the Department for Health publication, *Choosing Health: Making healthy choices easier (2004)*, which recognises the health benefits of walking and cycling and seeks to promote the benefits of these activities into people's regular daily lives. Encouraging users and staff to use sustainable modes of travel will also assist in reducing

congestion, improving local air pollution, and reducing traffic noise and associated greenhouse gases from vehicle exhausts.

Although cycling is not without risk its health benefits are understood to statistically outweigh the risk of accidental death. Mention will be made in the Welcome Pack of the location of cycle routes within the district and of the availability of cycle sale and repair shops. Finally mention will be made of the financial benefits of sustainable travel in relation to the *London Congestion Charge* for vehicles and to benefits which might arise from public transport options such as the *Oyster Card*. The Oyster card is a plastic smartcard which is used instead of paper tickets. Oyster is the cheapest way to pay for single journeys on bus, Tube, tram, DLR, London Overground and most National Rail services in London. Details on the Oyster Card system can be found from the website, www.tfl.gov.uk/tickets/14836.aspx.

The Welcome Pack will also include information on cycle use within the City for linked trips. The *Barclays Cycle Hire* scheme is available 24 hours a day, seven days a week and currently stretches from Notting Hill Gate to Wapping and from Regents Park to Borough Market. Currently there are 6,000 bikes available from 405 docking stations, making cycling the first choice for the thousands of short journeys made in central London every day. There are proposals to introduce more docking stations to the existing area covered by the scheme and to expand the scheme to the south west by spring 2014. This will result in more than 2,000 new bicycles and around 5,000 additional docking points, almost half of which will be south of the Thames. The south west expansion of the scheme will include parts of Wandsworth, Hammersmith & Fulham, Lambeth and Kensington & Chelsea. Mention will also be made of the *Barclays London*, providing safer, faster and more direct journeys into the City.

Cycle journey planning is freely available from the Transport for London web site, www.cyclejourneyplanner.tfl.gov.uk and for the wider area www.sustrans.org.uk and reference will be made to this in the Welcome Pack.

Finally reference will be made to Bicycle Users Groups in London (BUG) and web based contact details. These will provide details of cycle training and also “bike buddy schemes” where cyclists can ride together for either security or training.

In terms of physical measures the development will contain 12 cycle parking spaces within the front hard standing area close by to entrance and two disabled parking spaces introduced.

With respect to public transport journey planning the Welcome Pack will make reference to the website www.journeyplanner.tfl.gov.uk which provides planning information on both bus and rail use. In addition there are mobile phone applications (App's) that can be used to track bus arrival times in real time mode and mention will again be made to these in the Pack. An example of this is the “Live London Bus

Tracker" App' for Android type mobile devices. Information on longer distance coach travel can be found at www.nationalexpress.com and Megabus at www.megabus.com.

Finally within the communal areas and entrances of the community centre plans indicating the location of local facilities, the nearest public transport access points and details of how best to obtain information on train and bus services will be provided. This information will be maintained and updated by the managers.

Conclusions

This Travel Plan Statement (TPS) sets out a series of measures which will help encourage changes in the travel patterns of users to the development from use of the single occupancy private vehicle to more sustainable forms of transport. The site is in fairly sustainable location and prospective users are mainly local residents or local workers are expected to acknowledge this as part of their informed choice of accommodation. In reality the proposed development will be especially attractive to locals as it offers a very much needed local community facility.

Proposal will encourage a sustainable development which will contribute to reducing congestion and help the viability and attractiveness of the overall development and the area. In a wider sense the Travel Plan Statement will also aid in protecting the general environment and will encourage and engage students and staff in playing their part in addressing sustainability issues.

The implementation of this Travel Plan Statement can be a condition of the planning permission and it will be possible via the planning condition discharge process for the LPA to monitor its implementation.