

BRUNEL WALK REDEVELOPMENT
AND TURNER AVENUE ESTATE
IMPROVEMENTS

Proposed Residential
Development

Draft Travel Plan

Prepared on behalf of London
Borough of Haringey

2021/5638/TP02
October 2022

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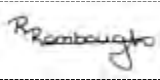
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Proposed Residential Development

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EXECUTIVE SUMMARY

The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house used by Homes for Haringey. There are significant opportunities for journeys to be undertaken via active or sustainable modes of transport, owing to the site's good access to local facilities on foot and by cycle.

A Healthy Streets Assessment has been carried out which demonstrates that the key pedestrian routes exhibit the features required as part of the Healthy Streets toolkit. The site exhibits a range of 3 different PTALs relating to the linear nature of the site area from a 3-6a. in accordance with The London Plan 2021 the starting point for any car parking assessment must be the highest current or future PTAL for a development site, which is a 6a.

The development proposals comprise the redevelopment of the site in order to provide 45 residential units comprising a mix of 1-3 bedroom flats and mews houses. The proposals would operate as a car-free development, owing to the site's high PTAL rating. 1 disabled parking bay would be provided from Braemar Road to the east of the site, plus the re-provision of 3 disabled spaces at the Turner Avenue Estate, in accordance with the London Plan (2021) standards. Cycle parking would also be provided for each residential block, in line with the London Plan (2021) standards and the LCDS.

The proposals also offer improvements to the public realm and pedestrian/cycle connectivity throughout the local area, including improved parking and access arrangements associated with the Turner Avenue Estate. An on-street parking survey indicated that the existing parking provision within the Turner Avenue Estate is heavily utilised at present and so the proposals re-provide all existing parking associated with the estate in order to meet existing parking demands plus additional disabled parking bays. The public realm works would also deliver an improved delivery and servicing strategy for the site, due to the constrained access at the site. Each residential block would be provided with sufficient bin storage provision, in line with local design standards and guidance.

In order to facilitate the improved access arrangements and connectivity, parts of the public highway in the Turner Avenue car parks would need to be 'stopped up' and the application/process is likely to be run in parallel with this planning application.

This Travel Plan outlines the opportunities for sustainable travel to and from the Brunel Walk residential development. It details measures and initiatives to be implemented with the aim of reducing residents' reliance on the private car and achieving a shift away from overcrowded public transport services through the promotion of active travel modes.

1 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan is prepared by RGP on behalf of London Borough of Haringey in relation to the proposed residential development at Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG. The site is situated within the administrative boundary of London Borough of Haringey (LBH).

1.1.2 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. Brunel Walk does not permit parking or vehicle traffic at any time, as stipulated by signage along the route. As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site.

1.1.3 The development proposals comprise the following:

'Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate.'

1.1.4 The proposals comprise a mix of 1-3 bedrooms units, as follows:

- (i) 8x1 beds;
- (ii) 16x2 beds; and
- (iii) 21x3 beds.

1.1.5 The proposals include improvements to the public realm and existing parking provision associated with the Turner Avenue Estate, which also forms part of this planning application. The improvements would seek to improve pedestrian/cycle connectivity in the area and rationalise the existing parking provision for these dwellings.

1.1.6 Additionally, sufficient cycle parking would be provided on the site, in accordance with the London Plan standards. A copy of the proposed site layout plan is attached hereto at Appendix A.

- 1.1.7 A Transport Assessment has been prepared by RGP, which outlines the forecast transport impact of the development proposals in detail, therefore this Travel Plan should be read in conjunction with that document. In addition, a separate Delivery and Servicing Management Plan has been produced, which also informs the application.
- 1.1.8 In developing this Travel Plan, RGP has reviewed relevant national guidance and best practice documents. Consideration has been given to Transport for London's (TfL) Travel Planning Guidance document (November 2013) which supports the implementation of Travel Plans for sites above 80 dwellings, and Travel Plan Statements for sites between 50 to 80 dwellings. Though the proposed development is well below the threshold for a Travel Plan and Travel Plan Statement, it is considered beneficial to set out measures to promote sustainable transport associated with the development.
- 1.1.9 This Travel Plan outlines the opportunities for sustainable travel to and from the Brunel Walk residential development. It details measures and initiatives to be implemented with the aim of reducing residents' reliance on the private car and achieving a shift away from overcrowded public transport services through the promotion of active travel modes, should planning permission be granted.
- 1.2 Travel Planning Policy
 - 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 113). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan document has been prepared nevertheless to reduce the impact of the development on the surrounding area,
 - 1.2.2 Furthermore, Paragraph 106 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
 - 1.2.3 The London Plan 2021, Para. 5.1.10 also recognises the importance of shared use and co-location of social infrastructure in reducing the need to travel and improving accessibility, while Para. 10.4.3 suggests that the use of travel plans may help reduce the negative impact of development on the transport network and reduce potentially harmful public health benefits. Furthermore, the Mayor's Transport Strategy (2018) requires the use of Travel Plans to help deliver sustainable development in London and encourage people to make different choices about how they travel.

- 1.2.4 This Travel Plan has been prepared with regard to relevant guidance and best practice, including the Draft Walking and Cycling Action Plan (2021-2031) which is at Public Consultation stage. The draft document outlines LBH's support with regard to the implementation of Travel Plans to *"...ensure that developments do not create car use and do support active travel. We will ensure developments enable their residents to embrace active travel from the outset. This includes through the delivery of travel plans for developments."*
- 1.2.5 The preparation of this document and the implementation of the measures as outlined in the Action Plan will act to deliver the positive outcomes as detailed in the above policies.

2 BASELINE CONDITIONS

2.1 Site Location

- 2.1.1 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. Brunel Walk does not permit parking or vehicles at any time, as stipulated by signage along the route.
- 2.1.2 As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue to the east of the site which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site.
- 2.1.3 The 6 car parking spaces accessible via Braemar Road are private car parking bays operated by the Council and allocated to the existing dwellings via a parking permit system. These private permit holder restrictions apply between 8am-6pm Monday to Saturday, as well as for any blue badge holders.
- 2.1.4 The streets surrounding the site are located within a Controlled Parking Zone (CPZ) known as 'St Anns' which restricts parking to permit holders only Monday to Saturday between 8am and 6.30pm. Brunel Walk and the Council operated car parks are exempt to the above restrictions, as outlined above.
- 2.1.5 The location of the site in the context of the local area is shown in Figure 2.1 below, whilst the site's connectivity to a wide range of local facilities and public transport services for example is discussed in detail later in this section of the report.



Figure 2.1: Site Location Plan

2.1.6 The site benefits from convenient access to the wider, strategic highway network in the form of the A10 which is accessible via Kirkton Road and the A504 West Green Road to the north of the site as well as being located close to a range of local amenities and facilities.

2.2 Accessibility Credentials

2.2.1 In accordance with relevant national (NPPF), regional (The London Plan) and local (LBH's Draft Walking and Cycling Action Plan) guidance documents, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

2.2.2 In addition, the active travel events and initiatives detailed here: <https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel> will be promoted to residents.

Walking and Cycling

- 2.2.3 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000).
- 2.2.4 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Plan 01 attached hereto, indicates the site's location relative to local amenities and transport infrastructure.
- 2.2.5 The site benefits from a good standard of pedestrian infrastructure in the local area. As discussed, Brunel Walk is a pedestrian only route which connects with the existing pedestrian infrastructure on Elmar Road to the west and Lomond Close / Kirkton Road to the east of the site.
- 2.2.6 The Brunel Walk footways are well lit and circa 1.5m in width, and continue throughout the local area, as illustrated in Photographs 1 and 2 below.



Photographs 1 and 2: Existing Footways

- 2.2.7 Numerous crossing facilities exist in the local area to enable pedestrian accessibility, with the closest formal crossing facility situated approximately 240m (a 3 minute walk) north-east of the site on West Green Road (A504). This particular crossing facility is a zebra crossing consisting of dropped kerbing, tactile paving, Belisha beacon lights and associated white road markings. This crossing facility enables pedestrians to cross the A504 to access nearby retail uses and bus services available on the northern side of the carriageway.

- 2.2.8 The site is situated within a densely populated area of London which benefits from convenient access to a wide range of local amenities and facilities, as illustrated in Figure 2.2 below, which are directly accessible to/from the site on-foot meaning that active travel will be possible for a significant number of everyday journeys.

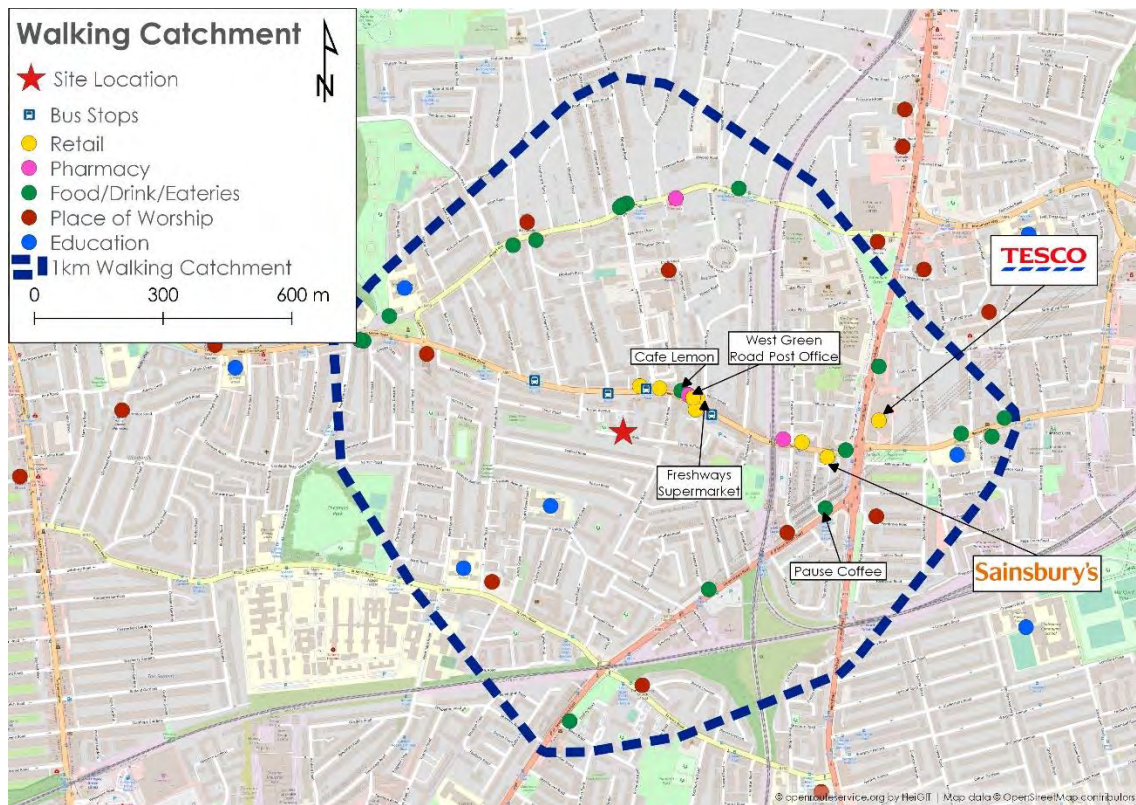


Figure 2.2: Walking Catchment Area

- 2.2.9 Over short distances, especially in urban areas, cycling is often quicker than using a car and more flexible than using public transport.
- 2.2.10 In terms of cycle infrastructure, there are no dedicated cycle routes in the immediate vicinity of the site, however there are cycle lanes located on the A10 which continue at regular intervals along its length. The local highway network is also considered conducive to on-road cycling for skilled and experienced cyclists and would therefore provide a realistic opportunity for residents to travel to / from the site.
- 2.2.11 Figure 2.3 overleaf demonstrates that there are a range of destinations across the LB Haringey and north-east London which lie within a 20 minute cycle catchment of the site.

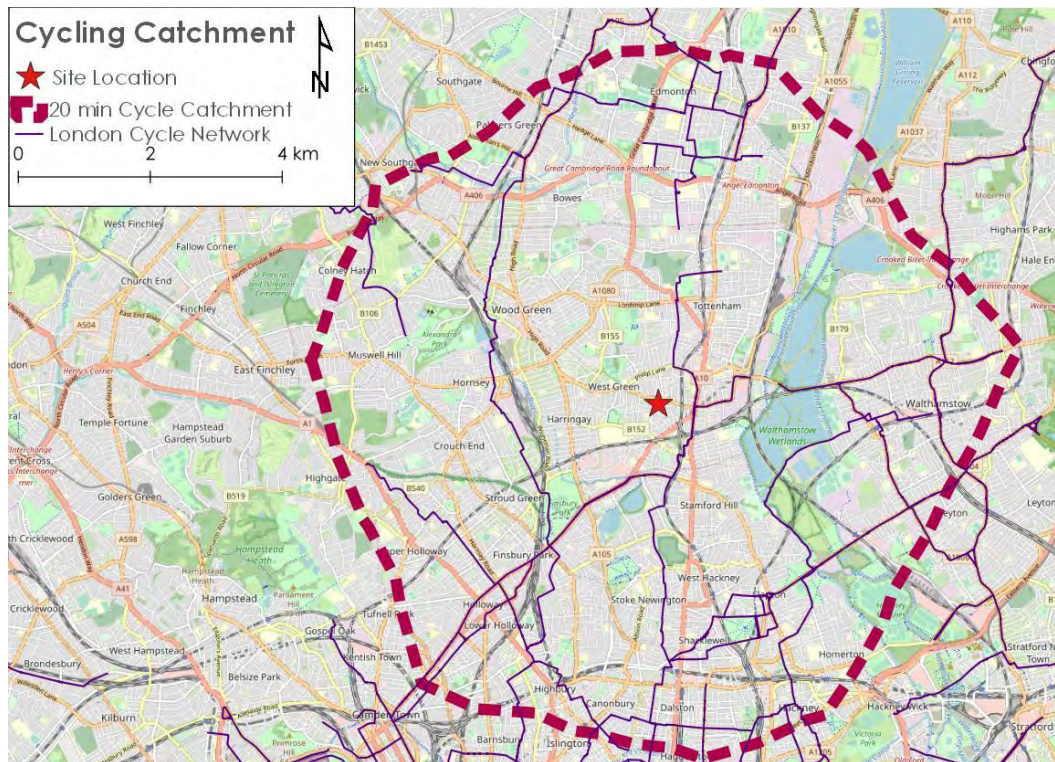


Figure 2.3: Cycle Catchment Plan

2.2.12 Additionally, the local topography is flat and therefore considered advantageous to making journeys on foot and by cycle.

2.2.13 It is therefore considered that there are realistic opportunities for residents to travel to / from the Brunel Walk development by active modes (walking / cycling).

Bus

2.2.14 The nearest bus stops to the site are located on West Green Road, within a 2-minute walk of the site. These bus stops, known as Bedford Road (Stop M/K), serve bus routes 41 and N41 which provide frequent bus services (approximately 10 services per hour in each direction) between Tottenham Hale and Archway.

2.2.15 More extensive bus services are available from the bus stops at Seven Sisters railway station. The location of these bus stops and other public transport services are illustrated in Figure 2.4 overleaf, while Figure 2.5 summarises the bus services available from within close proximity of the site, further details of which are available at <https://tfl.gov.uk/modes/buses/>.

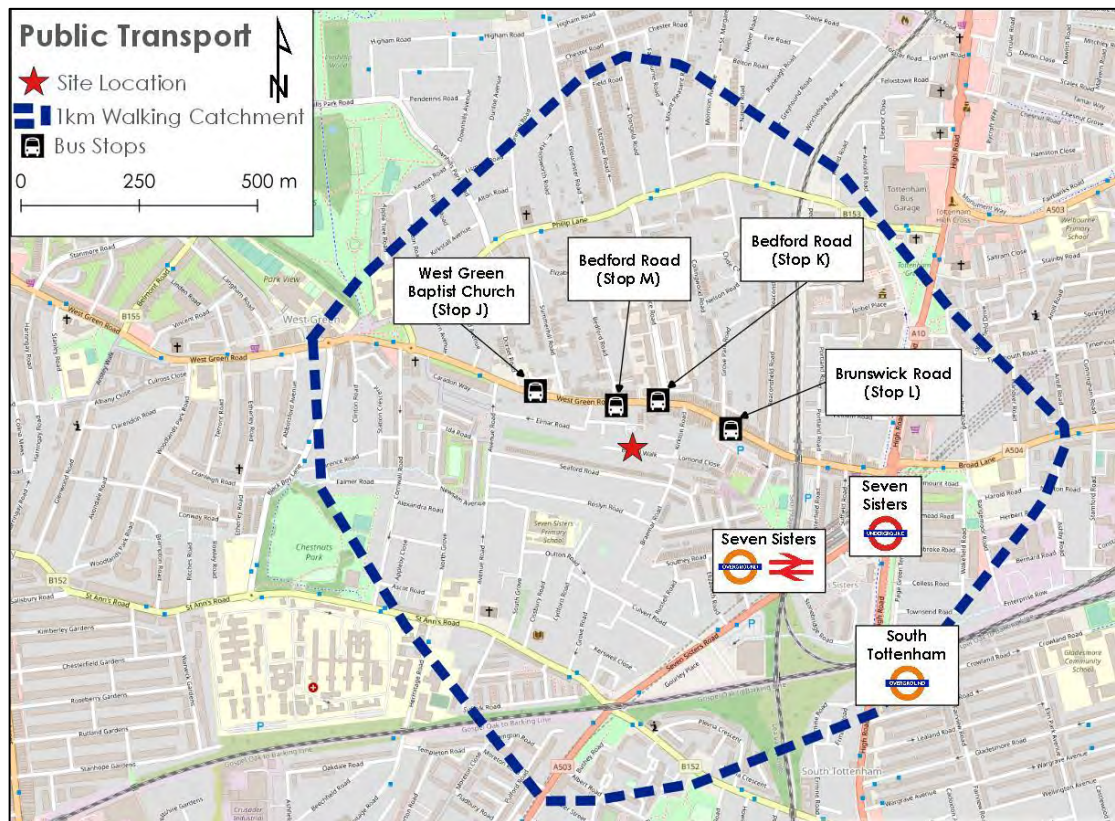


Figure 2.4: Public Transport Provision

West Green Road Bus Stops			
Service	Route Summary	Typical Frequency	Hours of Operation
41	Archway - Hornsey Rise - Crouch End - Turnpike Lane - West Green - Seven Sisters - Tottenham Hale	Mon-Sat: 10 buses per hour Sun: 6 buses per hour	Mon-Sat: 05:45 - 01:49 Sun: 05:45 - 01:52
N41	Trafalgar Square - Holborn - Islington - Holloway Road - Archway - Crouch End - Turnpike Lane - Seven Sisters - Tottenham Hale	Mon-Sun: 2 buses per hour	Mon-Fri: 01:15 - 06:06 Sat-Sun: 01:15 - 06:10
Seven Sisters Station Bus Stops			
259	Edmonton Green - Tottenham - Seven Sisters - Manor House - Finsbury Park - Holloway - King's Cross	Mon-Sat: 7 buses per hour Sun: 6 buses per hour	Mon-Sat: 04:10 - 00:28 Sun: 04:10 - 00:24
279	Waltham Cross - Ponders End - Edmonton Green - Tottenham - Seven Sisters - Manor House	Mon-Fri: 8 buses per hour Sat: 7 buses per hour Sun: 6 buses per hour	Mon-Sat: 05:00 - 00:44 Sun: 05:00 - 00:40

N279	Waltham Cross - Ponders End - Edmonton - Tottenham - Holloway - Camden Town - Trafalgar Square	Mon-Sun: 3 buses per hour	Mon-Fri: 00:05 - 06:00 Sat-Sun: 00:05 - 05:52
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Figure 2.5: Local Bus Information

2.2.16 As summarised in Figure 2.5, high frequency bus services to a range of destinations are available from within close proximity of the site, including frequent night bus services. These bus routes would provide convenient travel options for residents travelling to and from the site to a range of destinations throughout Central London and beyond, as also provide connections to major rail station interchanges, such as Seven Sisters.

2.2.17 All TfL bus routes are served by low-floor vehicles, with a dedicated space for one wheelchair user and an access ramp; buses can also be lowered to reduce the step-up from the pavement.

Rail /Underground

2.2.18 The site lies within 600 metres of Seven Sisters station which provides regular National Rail (Greater Anglia) and London Overground operated services. Figure 2.6 below summarises the services available, full details of which can be found online at: www.nationalrail.co.uk and <https://tfl.gov.uk/modes/tube/> along with live arrival/departure times and station facility information.

Seven Sisters Services (National Rail)		
Destination	Typical Frequency	Typical Duration
Walthamstow Central	2 trains per hour	16 minutes
London Victoria	3 trains per hour	25 minutes
Seven Sisters Services (London Overground – Victoria Line)		
Enfield Town	2 trains per hour	17 minutes
Cheshunt	2 trains per hour	24 minutes
London Liverpool Street	4 trains per hour	22 minutes

Figure 2.6: Rail Information - Seven Sisters

2.2.19 As shown, there are frequent rail / underground services available from Seven Sisters which could be conveniently utilised by residents of the proposed development for commuting purposes, for example.

2.2.20 On the basis of the above, it is apparent that there is a range of opportunities for rail travel to / from the site.

Car Clubs

- 2.2.21 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.
- 2.2.22 As illustrated on Plan 01, a Zipcar (<https://www.zipcar.com/en-gb>) vehicle is located 400m north of the site on the western side of Bedford Road. This could be utilised by residents needing to use a car on an occasional basis, eliminating the requirement to own a private vehicle.

Taxi

- 2.2.23 It is anticipated that some trips to the site will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. The following operators serve the local area and can be pre-booked in advance: Mini Cab Alliance (020 8528 3113) and Alans Car Service (020 8800 5252). Residents can be picked-up/dropped-off by taxis at the southern terminus of Kirkton Road which comprises a vehicle turning area. Another option for taxi drop off/pick ups would be to temporarily park on the double yellow lines either side of Elmar Road which is closer to the development than Kirkton Road.

2.3 PTAL Assessment

- 2.3.1 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and range between 1a (worst) and 6b (best).
- 2.3.2 The centre of the site has an Accessibility Index of 15.56 which corresponds to a PTAL of 4. This is indicative of the site's 'Good' access to public transport, whereby the daily travel needs of future residents can be catered for. Full details of this assessment can be found at Appendix B.
- 2.3.3 The site is a linear site which spans three different PTAL squares on the TfL WebCAT report, therefore the site in the baseline scenario appears as a 3 in the west, 4 in the centre and 6a to the east. The PTAL assessment in the future years however appears to reduce and the central zone changes to a PTAL 3. A query has been sent to TfL to understand the change in the accessibility, however the London Plan (2021) states that the starting point for any car parking assessment must be the highest current or future PTAL.

- 2.3.4 In a practical sense, the PTAL reduces the further sites are in walk distances from the key transport nodes of bus stops and rail stations. The fact that the residents towards the western part of the development would be required to walk an additional 50 metres (less than 1 minute) to reach more extensive bus services available in the local area would not affect the choice made by residents to access these bus services.
- 2.3.5 It is also notable that a PTAL report is assessed during the hours of 08:15 and 09:15 and as such public transport services such as the night bus services (N41 and N279) are not included in this evaluation but would offer realistic public transport options for prospective guests and staff at times when public transport is often less available. It is therefore evident that the whole site displays excellent accessibility characteristics.
- 2.3.6 Finally, it is also important to understand that in the hierarchy of movement that walking and cycling are both ranked above public transport. Therefore, the PTAL score must be considered in the context of the accessibility of local facilities by active modes for future residents. The site is located in an area with good accessibility on foot and by cycle to local facilities, therefore whilst the walk distance for residences on the western side of the site is slightly longer than the eastern side, the overall excellent range of public transport services by bus and rail would be worth the extra minute walk time.

2.4 Summary of Baseline Conditions

- 2.4.1 The above review demonstrates that the site is highly accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF, The London Plan and LBH's Draft Walking and Cycling Action Plan document.
- 2.4.2 The measures contained within this Travel Plan further seek to increase the awareness and use of sustainable transport modes, especially active modes.

3 DEVELOPMENT PROPOSALS

3.1.1 The development proposals (as shown on the plan attached hereto at Appendix A) comprise the redevelopment of the site in order to provide 45 residential flats including a mix of 1-3 bedrooms units, as follows:

- (i) 8x1 beds;
- (ii) 16x2 beds; and
- (iii) 21x3 beds.

3.1.2 The proposals also comprise improvements to the existing parking provision and public realm associated with the existing dwellings on the southern side of Turner Avenue, to the north of the application site. The improvements would seek to rationalise the existing parking provision for these dwellings as well as providing sufficient disabled parking for the proposals, in line with London Plan standards. These works would also seek to deliver an improved servicing arrangement for the proposed development.

Access

3.1.3 The development proposals include numerous points of pedestrian access to each apartment block. The pedestrian points of access are as follows, each of which are gated for security purposes:

- (i) Block A – pedestrian access via Elm Road and Turner Avenue;
- (ii) Block B – pedestrian access via Turner Avenue and Elm Road;
- (iii) Block C – pedestrian access via Turner Avenue and Kirkton Road; and
- (iv) Block D1 and D2 – pedestrian access from Kirkton Road and Braemar Road.

Car Parking

3.1.4 Given the 'good' accessibility of the site to the town centre and rail station, the aspiration is to promote a 'car-free' scheme and encourage reduced car ownership, as far as possible.

- 3.1.5 The proposed development would operate as a car-free development, except for disabled parking. As shown on the proposed site layout plan at Appendix A, one disabled parking bay would be provided at the eastern part of the development directly accessible via Braemer Road. A further three disabled bays would be provided as part of the re-provision for the Turner Avenue Estate, although it is not anticipated that residents of the proposed site would be precluded from using these spaces with a valid blue badge, if demand dictates.
- 3.1.6 The proposals also seek to re-organise the existing parking provision for the Turner Avenue Estate and to provide improvements to the public realm and connectivity throughout the area.
- 3.1.7 As also shown on the proposed site plan at Appendix A, the proposals would re-provide 29 car parking spaces (including 3 disabled bays) within the parking courts to the north of the site, thereby retaining all existing parking provision associated with the existing dwellings. No car parking associated with the Turner Avenue Estate would be lost following the proposals.
- 3.1.8 Four of the spaces within the Turner Avenue Estate would be provided with EVCPs.

Cycle Parking

- 3.1.9 Cycle parking provision for the proposed development has been established utilising the London Plan (2021) standards for guidance.
- 3.1.10 Figure 3.1 below, outlines the proposed level of long stay cycle parking for each Block proposed in isolation. In addition, the proposals would generate a requirement for up to three short stay spaces, as identified above.

Block	Proposed Provision
Block A – 5x1 beds, 1x2 bed & 3x3 beds	16 spaces in Sheffield stands (including 1 for large bike)
Block B – 1x1 bed, 5x2 beds & 5x3 beds	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block B
Block C - 1x1 bed, 5x2 beds & 5x3 beds	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block C
Block D (Flats) – 3x2 beds & 2x3 beds	11 spaces in Sheffield stands (including 1 for large bike) & 4 Vertical stands, plus standalone bike store at rear of Block D

Block D (Mews) – 1x1 bed, 2x2 beds & 6x3 beds	Secure bike storage within curtilage of each property
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Figure 3.1: Proposed Long Stay Cycle Parking Provision

- 3.1.11 As shown on the proposed site plan at Appendix A, each residential block would be provided with its own long stay cycle store, suitable to accommodate the required provision as outlined above in Figure 3.1. Each store would be secure/covered and located conveniently towards the main building entrance for each block.
- 3.1.12 Each cycle store provides cycle parking in line with or above the London Plan minimum requirements.
- 3.1.13 Additionally, four dedicated Sheffield style cycle stands are proposed in the public realm, providing 8 cycle spaces for visitors across the site.
- 3.1.14 Two bike hangers suitable to accommodate 12 bikes would also be provided within secured areas on the Turner Avenue Estate for existing residents.

4 TRAVEL PLANNING INITIATIVES

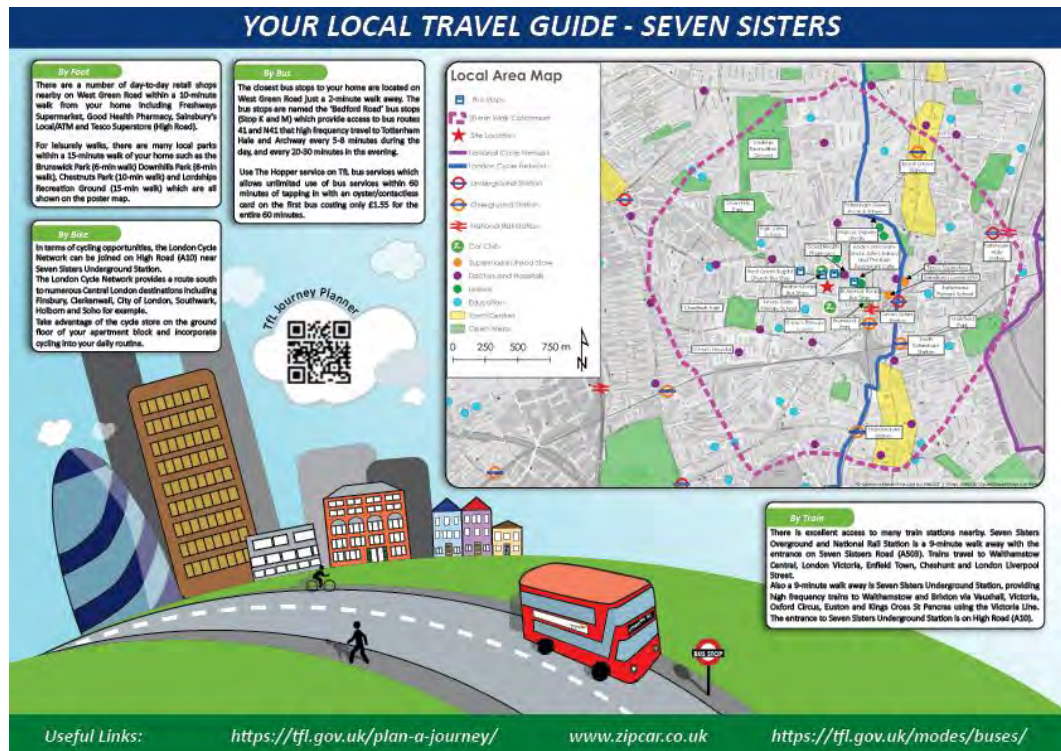
4.1 Measures

Travel Information

- 4.1.1 A principal reason why residents might not travel by sustainable means of transport is that they are unsure of the available routes for walking and cycling, and unaware of the timetable and ticket / pricing information relating to public transport use.
- 4.1.2 Travel information would be provided to residents upon occupation to enable them to consider their travel options. This would include, but not be limited to, the following:
- (i) Up-to-date details of footways and cycleways, to include safe routes to and from the site;
 - (ii) Routing, timetable and ticketing information for local public transport services, including bus and train services;
 - (iii) Information regarding ticket pricing for public transport, and potential reduced ticket rates;
 - (iv) The health benefits of travelling sustainably.

Travel Poster

- 4.1.3 In addition to the above, a sustainable travel poster (attached at Appendix C with an extract shown in Figure 4.1), would be displayed in communal areas where most residents would be able to view it, such as inside the buildings, adjacent to the entrances and stair wells.



4.1.4 The poster includes details of sustainable travel modes and local amenities that are accessible by walking or cycling, along with weblinks from which more information can be obtained.

4.2 Action Plan

4.2.1 Appendix D outlines an Action Plan highlighting relevant timescales for the implementation of the measures outlined in this document.

4.3 Effectiveness of Travel Plan Measures

4.3.1 The specified measures and initiatives should act to achieve the overall aim of this Travel Plan, namely to reduce reliance on the private car and encourage the use of sustainable transport (particularly active modes) for all journeys associated with the Brunel Walk residential development.

4.4 Monitoring and Review

4.4.1 As the size of the development falls below the threshold for a formal Travel Plan or Travel Plan Statement as discussed earlier in this report, there is no commitment to ongoing promotion and assessment of the plan against specified targets.

- 4.4.2 The site will therefore not have a Travel Plan Coordinator in post, however it may be that a Residents' Association could be established to further promote and encourage sustainable travel amongst residents of the development.

5 APPROVAL

5.1.1 This Travel Plan is hereby approved for implementation at the following site:

Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG

Signed: (Jenna Mourgue - RGP)

Date: 19/11/2021



PLANS

Local Area Map

- Bus Stops
- 20 min Walk Catchment
- Site Location
- National Cycle Network
- London Cycle Network
- Underground Station
- Overground Station
- National Rail Station
- Car Club
- Supermarket/Food Store
- Doctors and Hospitals
- Leisure
- Education
- Town Centres
- Open Areas

0 250 500 750 m



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Client: Maldins

Project: Brunel Walk, Haringey

Title: Site Location and Accessibility Plan

Plan No: 01	Job No: 20/5638	Date: Nov 2021	
Drawn By: JLM	Checked By: WTT	Rev: -	A3



APPENDIX A



1 Proposed Ground Floor Plan - Full Site
1 : 250

Client:
LB Haringey

GENERAL NOTE:
This drawing is to be read in conjunction with all other drawings, structural, mechanical & electrical engineer's drawings. Written dimensions take precedence over scaled. All dimensions to be confirmed on site. All areas and dimensions are approximate and subject to change. All details are indicative of design intent. Specialist design subcontractors are to develop and co-ordinate final details for the contract administrators comments. All installations are to be in accordance with manufacturers recommendations, any discrepancy is to be notified to the contract administrator immediately. Kiran Curtis Ltd. accept no responsibility for the accuracy of the existing building survey upon which these drawings are based. This drawing is protected by copyright and must not be copied or reproduced without the written consent of Kiran Curtis Ltd.

Notes:

DRAFT

J	22.07.15	Issued for Design Freeze	MB	KC
I	22.07.04	Issued for Design Freeze	MB	KC
H	18.05.22	Issued for Information	JS	MB KC
G	19.04.22	WIP for Planning	JS	CM
F	01.04.22	Pre Application 3	JS	JAS CM
E	23.03.22	WIP for Planning	JS	JAS CM
D	21.12.06	Issued for Information	MB	CM
C	21.10.13	Issued for Information	MB	CM
C	21.09.09	Stage 2 Pre-app Design Freeze	MB	WO CM
B	21.08.27	Issued for Pre-Application		WO
A	21.08.02	Issued for Information	MB	WO CM
-	21.07.29	Issued for Information	MB	WO CM
REV	DATE	DESCRIPTION	DWN	CHK

Project:
0552 - Brunel Walk

Drawing Title:
Proposed Ground Floor Plan - Full Site

Drawing Number:
PL_1001

Scale: 1 : 250
Paper Size: A1
Revision: J

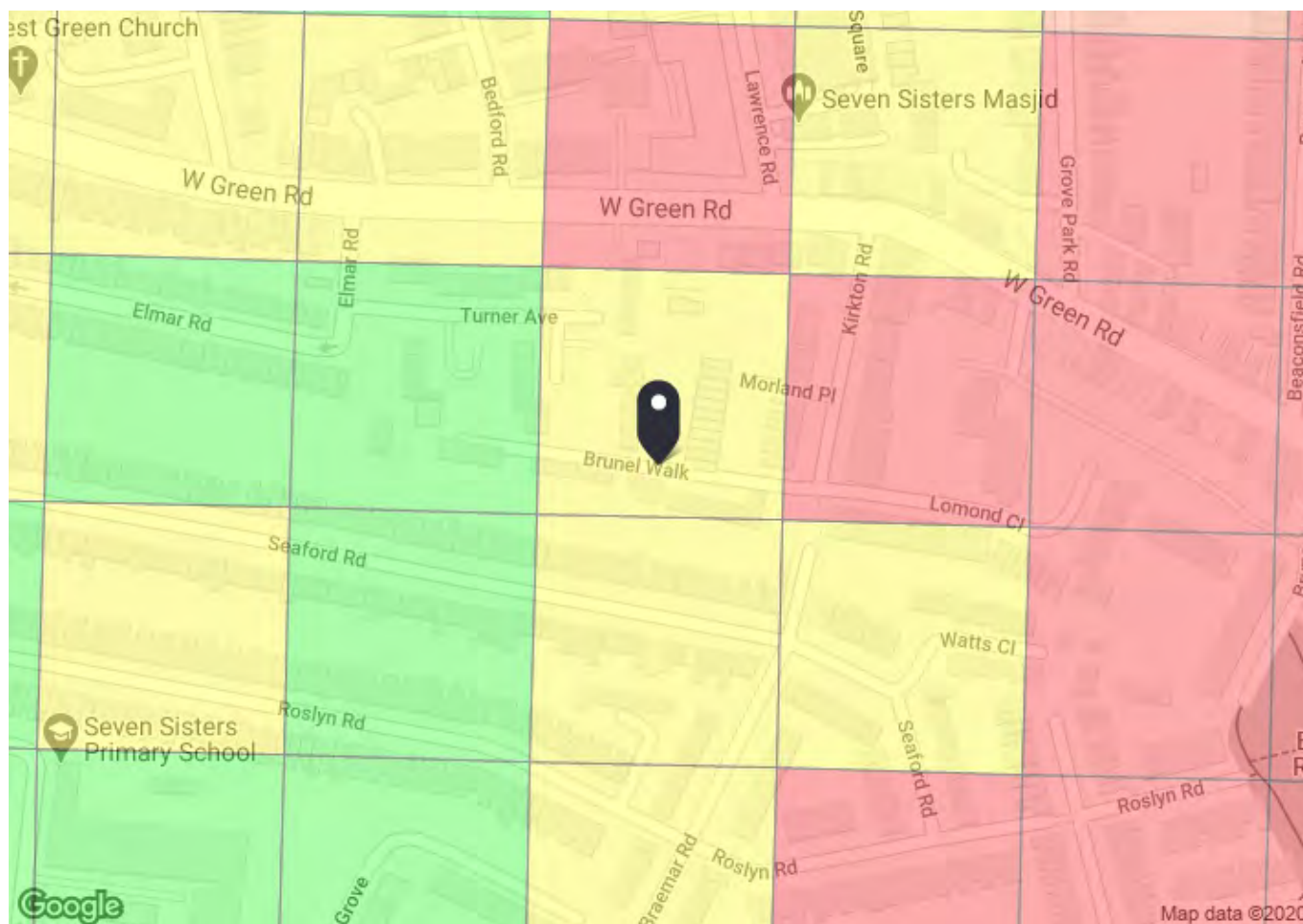
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APPENDIX B



PTAL output for Base Year 4

11 Brunel Walk, St Ann's, London N15 5HQ, UK
Easting: 533146, Northing: 189015

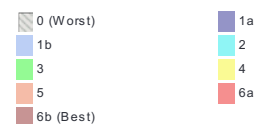
Grid Cell: 126356

Report generated: 08/12/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST GRN RD LAWRENCE RD	41	170.2	12	2.13	4.5	6.63	4.53	1	4.53
Bus	S SISTERS STN/WW GREEN RD	259	590.67	8	7.38	5.75	13.13	2.28	0.5	1.14
Bus	S SISTERS STN/WW GREEN RD	279	590.67	10.5	7.38	4.86	12.24	2.45	0.5	1.23
Rail	Seven Sisters	'CHESHNT-LIVST 2D03'	624.45	2	7.81	15.75	23.56	1.27	0.5	0.64
Rail	Seven Sisters	'ENFLDTN-LIVST 2U05'	624.45	2	7.81	15.75	23.56	1.27	0.5	0.64
Rail	Seven Sisters	'ENFLDTN-LIVST 2U07'	624.45	2	7.81	15.75	23.56	1.27	0.5	0.64
Rail	Seven Sisters	'LIVST-ENFLDTN 2U10'	624.45	3.33	7.81	9.76	17.56	1.71	1	1.71
Rail	Seven Sisters	'LIVST-CHESHNT 2D10'	624.45	0.33	7.81	91.66	99.46	0.3	0.5	0.15
Rail	Seven Sisters	'LIVST-CHESHNT 2D12'	624.45	1	7.81	30.75	38.56	0.78	0.5	0.39
Rail	Seven Sisters	'LIVST-CHESHNT 2D18'	624.45	0.67	7.81	45.53	53.33	0.56	0.5	0.28
LUL	Seven Sisters	'Brixton-WalthamstowC'	624.45	15.67	7.81	2.66	10.47	2.87	1	2.87
LUL	Seven Sisters	'SevenSisters-Brixton'	624.45	11.67	7.81	3.32	11.13	2.7	0.5	1.35
Total Grid Cell AI:										15.56

APPENDIX C

YOUR LOCAL TRAVEL GUIDE - SEVEN SISTERS

By Foot

There are a number of day-to-day retail shops nearby on West Green Road within a 10-minute walk from your home including Freshways Supermarket, Good Health Pharmacy, Sainsbury's Local/ATM and Tesco Superstore (High Road).

For leisurely walks, there are many local parks within a 15-minute walk of your home such as Brunswick Park (6-min walk) Downhills Park (8-min walk), Chestnuts Park (10-min walk) and Lordships Recreation Ground (15-min walk) which are all shown on the adjacent map.

By Bus

The closest bus stops to your home are located on West Green Road just a 2-minute walk away. The bus stops are named the 'Bedford Road' bus stops (Stop K and M) and are served by bus routes 41 and N41 that provide high frequency travel to Tottenham Hale and Archway every 5-8 minutes during the day, and every 20-30 minutes in the evening.

Use 'The Hopper' service on TfL buses. This allows unlimited use of bus services within 60 minutes of tapping in with an oyster/contactless card on the first bus and costs just £1.55.

By Bike

In terms of cycling opportunities, the London Cycle Network (LCN) can be joined on High Road (A10) near Seven Sisters Underground Station.

The LCN provides a route south to numerous Central London destinations including Finsbury, Clerkenwell, City of London, Southwark, Holborn and Soho for example.

Take advantage of the cycle store on the ground floor of your apartment block and incorporate cycling into your daily routine.

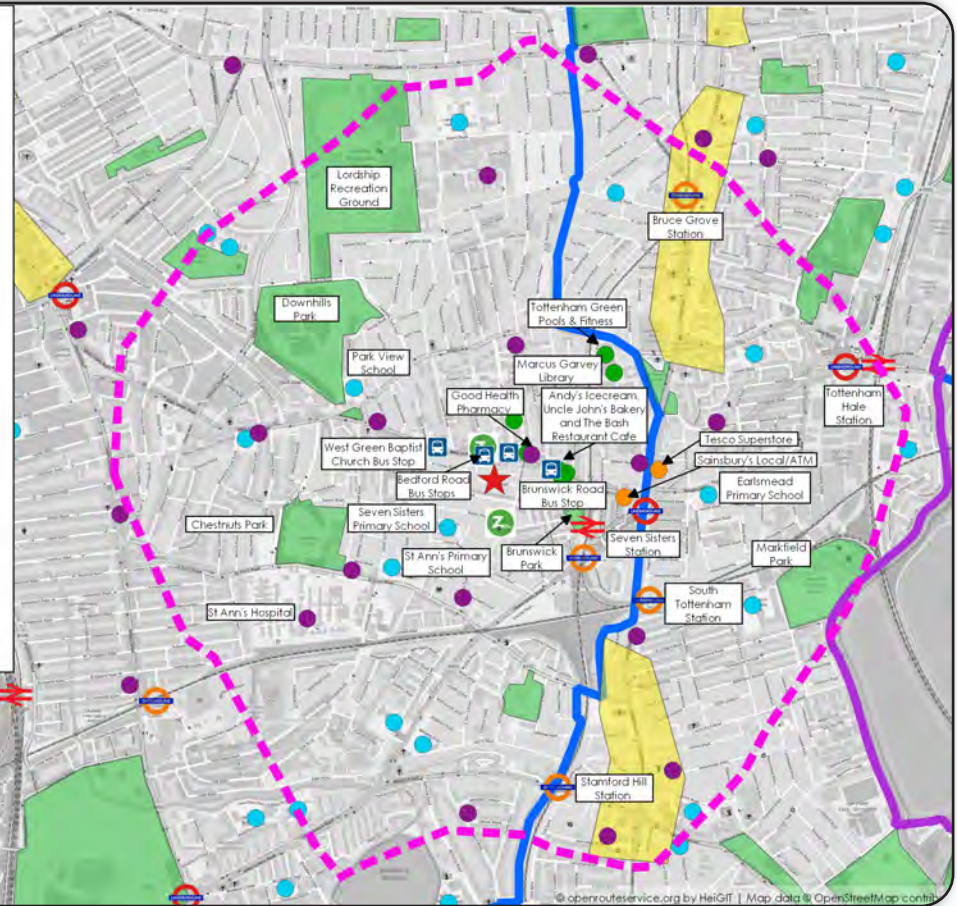
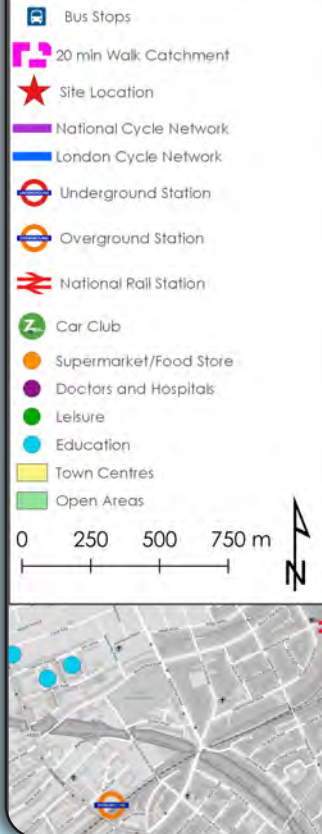
The London Borough of Haringey offer free cycle training to residents within the Borough. Visit <https://www.cycleconfident.com/sponsors/haringey/> for more details.

Thinking of buying a new bike for your journey to work? The company you work for may be part of the 'Cycle2Work' scheme, which can save you up to 42% on new bikes and cycling equipment. Ask your HR department / visit www.cyclescheme.co.uk for further information and to sign-up.

TfL Journey Planner



Local Area Map



By Train

There is excellent access to many train stations nearby. Seven Sisters Overground and National Rail Station is a 9-minute walk away with the entrance on Seven Sisters Road (A503). From here, trains travel to Walthamstow Central, London Victoria, Enfield Town, Cheshunt and London Liverpool Street. Also a 9-minute walk away is Seven Sisters Underground Station, providing high frequency services to Walthamstow and Brixton via Vauxhall, Victoria, Oxford Circus, Euston and Kings Cross St Pancras using the Victoria Line. The entrance to Seven Sisters Underground Station is on High Road (A10).

By Car Club

If you are travelling somewhere which is inaccessible by sustainable transport modes, hiring a car might be a good alternative.

There are two car club vehicles within 200 metres (a 2-3 minute walk) of your home. These are managed by Zipcar and situated on Bedford Road and Rosalyn Road as shown on the map. Follow <https://www.zipcar.com/en-gb/blog/how-it-works/finding-your-zipcar> to hire a car.

APPENDIX D

BRUNEL WALK, HARINGEY - ACTION PLAN

Objectives	Action	Details	Implementation Timescales
To increase the awareness of local travel options and facilities in order to promote sustainable travel	Provide travel information (poster attached at Appendix C)	Provide travel information, to include a bespoke travel poster to future residents detailing the sustainable travel options available locally, the benefits of travelling sustainably, and pin-pointing facilities and amenities in the local area	Prior to / Upon Occupation
	Encourage the use of local car clubs nearby to reduce the requirement for a private car	Provide details of available car clubs nearby on the travel poster including the website URL and illustrating the locations of car clubs	Prior to / Upon Occupation
	Bicycle Purchase Scheme	Promote the Cycle2Work (cycle purchase) scheme to those residents in employment	Prior to / Upon Occupation
	Cycle Training	Promote cycle training offered by the London Borough of Haringey amongst residents at: https://www.cycleconfident.com/sponsors/haringey/	Prior to / Upon Occupation
To provide adequate infrastructure on site to encourage the use of sustainable travel modes	Provision of secure cycle parking spaces	A total of 82 cycle parking spaces will be provided on-site, plus 6 external short-stay spaces	As part of Construction Phase
	Broadband Internet Connection	All dwellings would be equipped with a fast broadband connection to support home working and internet shopping	As part of Construction Phase
	Car-free Development	The proposed development would operate as a car-free development except for disabled parking	As part of Construction Phase