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Braemar Avenue Ltd.

Braemar Avenue Church

Travel Plan

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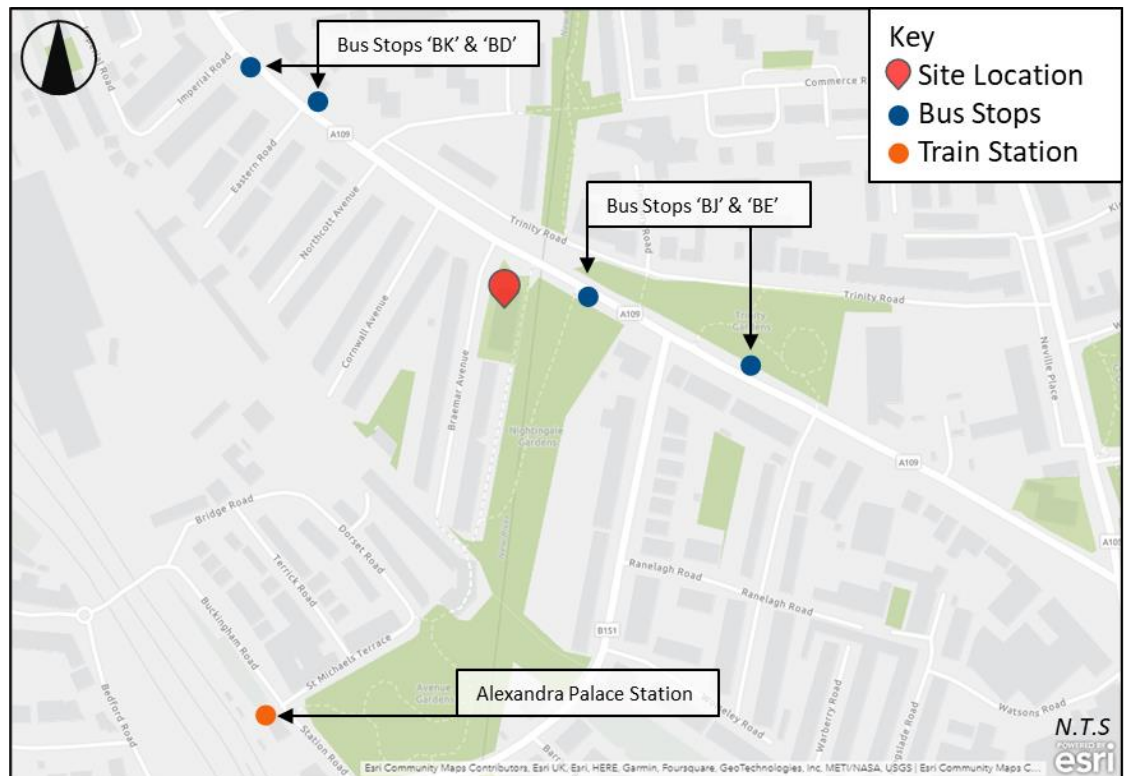
Appendices

Appendix A - Example Travel Questionnaires

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Braemar Avenue Ltd. (the Applicant) to prepare this Travel Plan for the new church hall at Braemar Avenue Church, in the London Borough of Haringey. The site location is shown at Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.2 The site is located on the southeast corner of the Braemar Avenue and Bounds Green Road junction. It is situated within a highly accessible area which achieves a Public Transport Accessibility Level (PTAL) rating of 6a.
- 1.3 The existing site comprises Braemar Avenue Church at the northern extent and a tin tabernacle to the southern extent. The proposal seeks the demolition of the existing church hall, to allow construction of a part 3, part 4 storey building (over basement) comprising new church hall extensions (206sqm) and 15 flats. This Travel Plan is for the new church hall.

Travel Plan Aim

- 1.4 The aim of this Travel Plan is to put in place the management tools that are necessary to enable staff and visitors to make informed decisions about their travel to the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. This aim is achieved by setting out a strategy for eliminating barriers which keep employees and visitors from making use of sustainable and in particular active modes.

Benefits

- 1.5 The achievement of the aims and objectives of the Travel Plan will bring about a wide range of benefits for users of the church hall, and the wider community as set out below:
- An excellent opportunity for exercise through cycling and walking;
 - The opportunity to save money by using alternative modes of travel to the car;
 - Improved quality and reliability of journeys to and from the development; and,
 - An improved environment for living and working.

Community Centre and Place of Worship

- 1.6 There will be no change to the operation of the existing Church as a result of the development.
- 1.7 It is envisaged that the use of the church hall and the wider Church generally, will continue to be local persons. It is expected that the church hall would mainly be used for Sunday school.
- 1.8 The seating layout shows potential for up to 97 persons which will be on a one off basis. When it is used for events, site users may travel from further afield. Site users will be encouraged to travel by non-car modes. Through measures and initiatives in this Travel Plan, site users will be made aware of the lack of parking available, local parking restrictions and the excellent level of accessibility of the site by public transport.

Scope of the Report

- 1.9 This report has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan. It is expected this Travel Plan will be secured through a planning condition. The remainder of this Travel Plan is structured as follows:
- Section 2 – Describes the accessibility and travel patterns of the development;
 - Section 3 – Sets out the objectives and targets of the Travel Plan;
 - Section 4 – Outlines the Travel Plan strategy;
 - Section 5 – Identifies the measures and initiatives that will be implemented;
 - Section 6 – Details the monitoring and review programme; and
 - Section 7 – Provides the Action Plan.

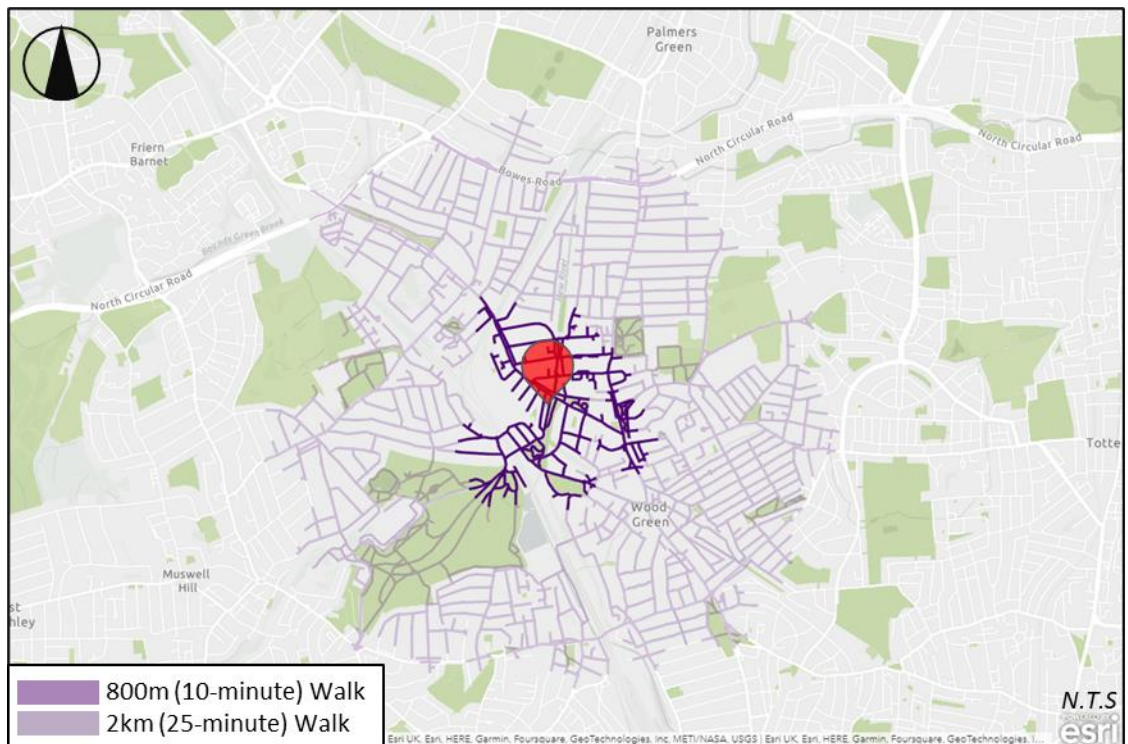
2 ACCESSIBILITY

2.1 The site is accessible by a variety of modes of transport with a large number of amenities within a short walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

2.2 Like much of London the site benefits from being within a short walking distance of public transport opportunities, local facilities, and amenities as well as residential areas. Figure 2.1 shows an 800m (10-minute) and 2km (25-minute) walk catchment zone surrounding the site.

Figure 2.1 – Walking Isochrone Map



2.3 Table 2.1 shows the distances between the site and local public transport opportunities. This illustrates that there are bus stops within a short walking distance on Bounds Green Road and that both Overground and Underground stations can be reached within 11 minutes-walk of the site.

Table 2.1 – Appropriate Distances to Local Public Transport Opportunities

Stop / Station	Location	Distance	Appropriate Walking Time*
Bus Stops			
Park Avenue (Stop BJ)	Bounds Green Road	55m	1-minute
Park Avenue (Stop BE)	Bounds Green Road	190m	2-minutes
Nightingale Road (Stop BD)	Bounds Green Road	200m	3-minutes
Nightingale Road (Stop BK)	Bounds Green Road	320m	3-minutes
Train Stations			
Alexandra Palace Station	Station Road	480m	5-minutes
Wood Green Station	High Road	640m	9-minutes
Bounds Green Station	Bounds Green Road	870m	11-minutes
*Based on 80m per minute			

2.4 There are footways provided on both Bounds Green Road and Braemar Avenue. Both dropped kerbs and tactile paving can be found directly adjacent to the site at the Braemar Avenue / Bounds Green Road junction.

2.5 On Bounds Green Road there is a pedestrian crossing which has push-button facilities, dropped kerbs and tactile paving. There are pedestrian routes from Braemar Avenue to the south of the site, which link to roads such as Dorset Road and Buckingham Road, which connect to Alexandra Palace station.

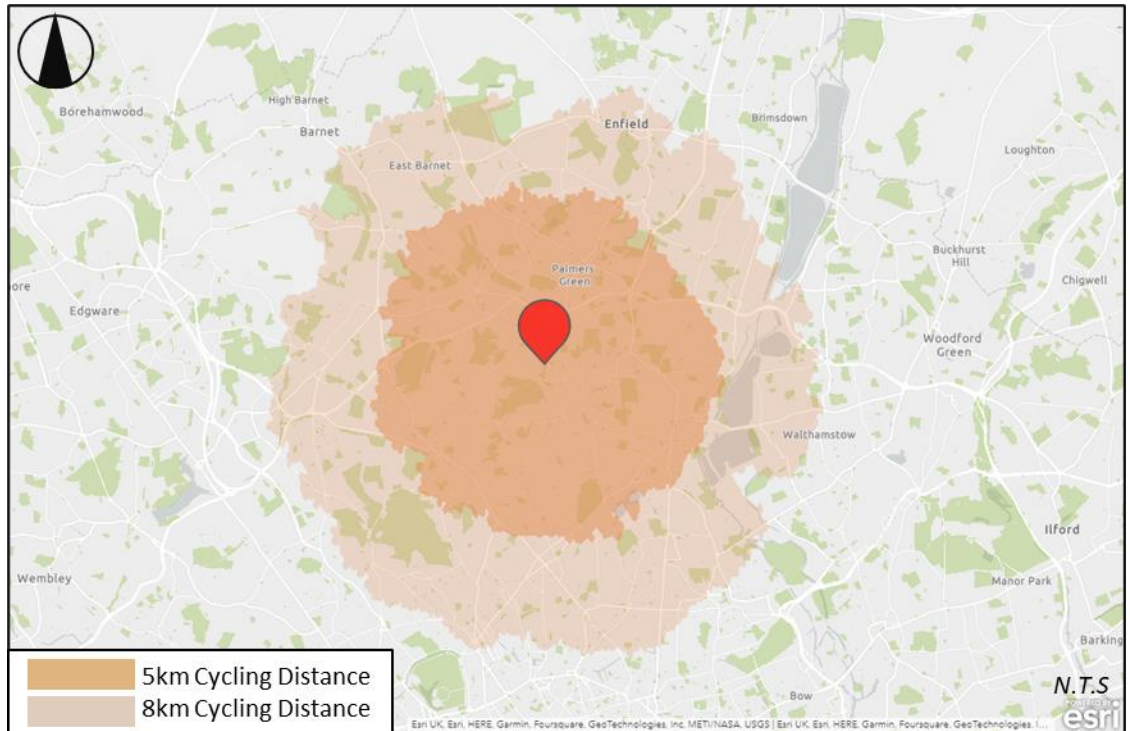
Cycling

2.6 In terms of cycling infrastructure, there are cycle lane markings on Bounds Green Road in the vicinity of the site include dashed advisory lines on the eastbound lane and solid white line markings on the westbound carriageway. On Braemar Avenue there is a cycle bike hangar located within a parking bay on the eastern side of the carriageway.

2.7 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. In the wider area, the closest Transport for London cycle infrastructure 'Cycleway 1' can be accessed from Lordship Lane circa 3km to the east. Cycleway 1 connects Tottenham to the north to Old Street to the south.

2.8 Figure 2.2 shows a 5km and 8km cycling catchment from the site. The map highlights that areas such as Palmers Green, Tottenham, and East Finchley can be accessed within a 5km catchment area, whilst areas such as Enfield, Edmonton, Kentish Town, Clapton, and East Barnet can be reached within the 8km catchment area.

Figure 2.2 – Cycling Isochrone Map



Public Transport

Bus Services

- 2.9 The closest bus stops located on Bounds Green Road circa 50 - 200m east of the site provide access to two bus routes. Additional routes can be caught from bus stops located on High Road to the east and close to Alexandra Palace Station to the south. A summary of routes can be found in Table 2.2. The relevant Transport for London (TfL) bus spider map is included at Appendix D.

Table 2.2 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
Park Avenue Stops 'BJ' & 'BE' on Bounds Green Road	221	Turnpike Lane to Edgware Bus Station	6 - 10	8 - 12	11 - 12
	N91	Cockfosters Station to Whitehall / Trafalgar Square	30	30	30
Alexandra Palace Stops 'G' & 'L'	184	Turnpike Lane to Chesterfield Road	7 - 10	8 - 12	11 - 12
	W3	Finsbury Park to Northumberland Park	5 - 9	6 - 10	9 - 13
High Road Stops 'BY' and 'BP'	121	Enfield Island Village to Turnpike Lane Station	8 - 11	9 - 12	15
	141	Tottenham Road to London Bridge Station	4 - 8	6 - 10	10 - 13
	232	Mitchell Way to Turnpike Lane Station	10 - 14	10 - 14	20
	329	Little Park Gardens to Turnpike Lane Station	6 - 10	6 - 10	7 - 10
	W4	Ulster Gardens to Ferry Lane Primary School	9 - 13	9 - 13	11 - 13

Rail Services

- 2.10 Alexandra Palace Station is the closest station to the site located approximately 480m (5-minute walk) south of the site. The station offers regular Great Northern and Thameslink services to Stevenage, Welwyn Garden City, Moorgate, and Hertford North. A summary of service frequencies can be found in Table 2.3.

Table 2.3 – Summary of Local Rail Services		
Station	Destination	Daytime Frequency (per hour)
Alexandra Palace	Hertford North	2 - 4
	Welwyn Garden City	2 - 5
	Moorgate	3 - 9
	Stevenage	6 - 9

Underground Services

- 2.11 Wood Green Station is the closest Underground station to the site located approximately 640m (9-minute walk) southeast of the site offering access to the Piccadilly Tube Line. The Piccadilly Line offers 14 -19 daytime services per hour between 07:00 – 19:00.

Public Transport Accessibility

- 2.12 Public Transport accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service accessibility. The method measures the density of the public transport at a particular point, providing a scale from a range of 0 (worst) to 6b (best), with 6b demonstrating excellent levels of accessibility. The site has a PTAL level of 6a, demonstrating that it has very high levels of accessibility to public transport.

3 OBJECTIVES AND TARGETS

- 3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus. Targets are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the development will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

- 3.2 The Travel Plan's overriding objective is: To engage with and encourage both visitors and staff to use more sustainable ways of travelling to / from the community centre and place of worship through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway and public transport network.

- 3.3 The sub-objectives are as follows:

1. To increase staff and visitor awareness of the advantages and availability of sustainable / active modes of transport;
2. To promote the health and fitness benefits of active travel to all staff and visitors;
3. To introduce a package of physical and management measures that will facilitate staff and visitor travel by sustainable modes; and
4. To reduce unnecessary use of public transport for the journey to and from the site by staff and visitors.

Targets

- 3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. The key targets are set out below:
- A Travel Plan Coordinator will be appointed at least one month prior occupation;
 - To launch this travel plan upon occupation of the site;
 - Provide Travel Packs to all employees / volunteers on opening of the development;
 - Carry out a baseline travel survey in Year 1 (once open for 3 months) to understand how staff and visitors travel;
 - Use the baseline travel survey to set targets for mode split against; and
 - Carry out a monitoring travel survey in Year 3 and a final travel survey in Year 5, at the end of the travel plan period.

4 TRAVEL PLAN STRATEGY

- 4.1 A Travel Plan is a practical management tool that sets out 'active' initiatives. This means that a Travel Plan is a process of continual improvement, requiring regular review to monitor changes in travel patterns and assessing the success of the plan's measures.

Marketing Strategy

- 4.2 Different methods of marketing the Travel Plan will be employed to maximise the impact of the measures that are to be implemented, including providing appropriate sustainable transport information. Regular announcements will be made with regard to the Travel Plan and travel to the development. Other methods for disseminating information will include:

- Briefings at the start of prayer sessions;
- Noticeboards and information points;
- Training for those involved in the day-to-day management of the church hall; and
- Leaflets distributed at prayer and other activity sessions.

Commitment

- 4.3 The community centre and place of worship is committed to both this Travel Plan and to ensuring that the facility integrates successfully into the local community. To this end, the centre management is committed to the principles and funding of this Travel Plan and will ensure the effective implementation of the measures set out within the Travel Plan.

Travel Plan Coordinator

- 4.4 A Travel Plan Coordinator (TPC) is one of the most important aspects of Travel Plans. The appointment of the TPC will take place at least one month prior to occupation.

- 4.5 Their contact details are as follows:

Name:

Email address:

Phone number:

- 4.6 The TPC will be one of the members of staff and would have the support of the centre management. The responsibilities of the TPC include providing the interface between all parties on the site, reporting to the local authority, and monitoring the progress being made towards site-wide transport objectives and the provision of sustainability measures.

- 4.7 The Travel Plan Coordinator will spend at least half a day per month implementing measures within the Travel Plan. This will increase during times when travel survey monitoring is taking place and subsequently when the Travel Plan needs updating.
- 4.8 The Travel Plan Coordinator's primary functions will include:
- Implementation of sustainable transport measures and promotion of them to visitors to the community centre and place of worship;
 - Creation and dissemination of travel leaflets for visitors to be distributed at prayer and other activity sessions;
 - Undertake travel surveys (example travel questionnaires are contained in Appendix A);
 - Liaison with Travel Plan Officers at the Council;
 - Promotion of the objectives and benefits of the Travel Plan;
 - Maintenance of all necessary systems, data and paperwork;
 - Acting as the point of contact for information and exchange of ideas;
 - Monitoring the achievements and performance of the Travel Plan and reporting these; and
 - Increasing travel awareness through means such as publicity information and other suitable media to enable informed travel choices to be made.

Management Support

- 4.9 The TPC will gain support for the Travel Plan internally by involving the centre management in the implementation of the Travel Plan who will be able to provide advice on implementation issues and provide support when introducing Travel Plan measures. The TPC will be responsible for reporting back to the centre management on the Travel Plan's progress including any monitoring outcomes. A number of measures will be introduced to ensure that the impact of the centre on the local area is kept to a minimum, as described in the following paragraphs.

Information Dissemination

- 4.10 The centre will ensure that information about any event will be disseminated to attendees using letters, emails and leaflets, during meetings and using notices on boards inside the centre. The centre manager will make announcements to site users regarding sound and noise levels, discretion whilst leaving the centre, not congregating outside and local transport information, as necessary. Information posters within the centre will be updated regularly.

Entry and Exit to the Centre

4.11 During events users will be directed in and out of the centre to avoid congestion and crowding on the site frontage. The following centre officers will be responsible for above duties.

- Name:
- Email address:
- Phone number:

5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

- 5.1 This section covers the measures that will be considered to assist visitors in travelling to the centre by non-car modes. The aim of the Travel Plan and targets that need to be met will be regularly reiterated to all members of the community centre and place of worship and any third party users of the building will be made aware of the Travel Plan.

Information Provision

Information Provision Strategy 1: Travel Information Leaflets

- 5.1 Travel information leaflets will be made available to all church hall users. This will comprise a simple “Sustainable Transport” summary leaflet encouraging active modes of transport and requesting attendees to not drive and park in the vicinity of the centre.

Information Provision Strategy 2: Noticeboard

- 5.2 A dedicated travel notice board will be provided. This will include all relevant public transport, walking, and cycling information but also details of the Travel Plan itself. The notice board will also contain specific details about when and where to park in the town centre if travel to the centre by car is absolutely necessary.

Information Provision Strategy 3: Word of Mouth

- 5.3 Word of mouth will also be an important means of disseminating information amongst visitors to the community centre and place of worship and the TPC will have a key role in managing this. Visitors will be reminded regularly about the objective to travel by modes other than the car and will be directed to the notice board.

Measures to Encourage Walking

Walking Strategy 1: Promoting Benefits of Walking

- 5.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will ensure the employees are aware of ‘walking’ initiatives set up by the Local Council and non-profit organisations to encourage walking as a part of a way of life, including:
- 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness;
 - Walking Works – A website providing tips on how to get friends, family and colleagues walking; and

- National Walking Month – May is National Walking Month and is promoted by Living Streets.

Walking Strategy 2: Maintaining Infrastructure

- 5.5 Publicly-maintained footways, lighting and signage are present in the area surrounding the site. The Travel Plan Coordinator will identify, through discussion with staff and site users, problems with external pedestrian routes and discuss possible improvements with the highway authority.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

- 5.6 Cycling is generally accepted as a good mode of transport to replace car journeys up to 8km. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise. The Council will provide cycle improvements as per their local plans.

Cycling Strategy 2: Provision of Cycle Parking

- 5.7 Cycle parking will be provided adjacent to the building for staff and visitors in accordance with local standards. The TPC will monitor the use of the cycle parking spaces and further stands will be required when demand arises. The provision will be as follows:
- It is assumed that 2 long-stay spaces would be sufficient for the existing Church but that a further 2 spaces would be required for the church hall, total 4 long-stay spaces.
 - In addition to this there would be circa 7 short-stay spaces in the public realm for the Church and church hall.

Measures to Encourage Public Transport

Public Transport Strategy 1: Promoting Public Transport

- 5.8 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to staff and visitors that ask.
- 5.9 Furthermore, the TPC will ensure that:
- Bus services are well publicised and promoted to visitors and where feasible the times of activities will be coordinated with bus service times;
 - National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted through all relevant means; and,

- The contact details for local taxi operators are available on site.

Measures to Manage Car Use

- 5.10 In order to reduce unnecessary and single occupancy use of the car for journeys to and from the site by staff the TPC will promote taxi operator details and promote car sharing between attendees where travel by car is absolutely necessary.
- 5.11 Site users will be informed of the parking situation with the site being located within a Controlled Parking Zone.
- 5.12 The TPC will provide occupiers with information promoting the use of alternatively fuelled vehicles for servicing and deliveries, including promoting the use of cycle deliveries where suitable.

Measures for People with Disabilities

Disabled Persons Strategy 1: Parking

- 5.13 Blue Badge holders can also park in standard disabled bays for an indefinite period and in resident parking bays, permit holder bays, pay by phone bays, and in shared use bays.

Disabled Persons Strategy 2: Journey Planning

- 5.14 The Travel Plan Coordinator will provide advice regarding accessible public transport if requested. They will discuss the most appropriate routes to bus stops and rail stations.

6 MONITORING AND REVIEW

- 6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the development. This section sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 Surveys will be carried out in Year 1 (opening year) and years 3 and 5 to monitor progress towards the interim and final targets.
- 6.3 The cycle store areas will be monitored to determine whether facilities are adequate.
- 6.4 Whilst the travel surveys are being undertaken, an awareness assessment will be made to determine whether site users are aware of the Travel Plan. If not, the marketing strategy will be focused on in order to promote sustainable travel.
- 6.5 The Travel Plan is a live document and will be reviewed periodically by the TPC.
- An update to the Travel Plan will take place during Year 1 when the Baseline Travel Survey is undertaken.
 - A further update will take place during Year 3 and a final update to the Travel Plan will take place in Year 5.
- 6.6 Following this, assuming travel plan targets in Section 3 have been met there will be no further requirement for the travel plan and the monitoring process will end. The site owner will be obliged to continue promoting sustainable travel to its users to ensure the health and environmental benefits of active travel can still be achieved.

Implementations

- 6.7 The Applicant / site owner is committed to implementing the Travel Plan.

7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in Table 7.1 below.

Table 7.1 – Action Plan		
Action	Responsibility	Target Date
Completion of Travel Plan	TPC / Centre Management	Subject to approval from the Council
Appoint Travel Plan Coordinator (TPC)	TPC / Centre Management	One month prior to the development opening
Launch Travel Plan	TPC / Centre Management	Upon opening the development
Provide Travel Packs to all employees / volunteers		
Baseline Travel Survey (Year 1)	TPC / Centre Management	Within 3 months of occupation
Interim Monitoring Travel Survey (Year 3)	TPC / Centre Management	Within one month of the anniversary of the Baseline Travel Survey
Final Travel Survey and Full Review at end of Year 5	TPC / Centre Management	Within one month of the anniversary of the Interim Monitoring Travel Survey
Monitor use of the proposed cycle stands	TPC / Centre Management	Weekly monitoring to be recorded
Monitor use of disabled parking spaces and servicing bay		
Distribute leaflets at prayer and other activity sessions.	TPC / Centre Management	Every term

Appendix A

(Example Travel Questionnaires)

Staff Travel Survey Tally	
Distance Travelled	Total
< 500M	
> 500M	
>1km	
Total	
Mode	Total
Foot	
Car	
Bus	
Total	
Travelled From	Total
Home	
Work	
Total	

Visitor Travel Survey Tally	
Distance Travelled	Total
< 500M	
> 500M	
>1km	
Total	
Mode	Total
Foot	
Car	
Bus	
Total	
Travelled From	Total
Home	
Work	
Total	