

LYNTON ROAD

FRAMEWORK TRAVEL PLAN

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1 INTRODUCTION

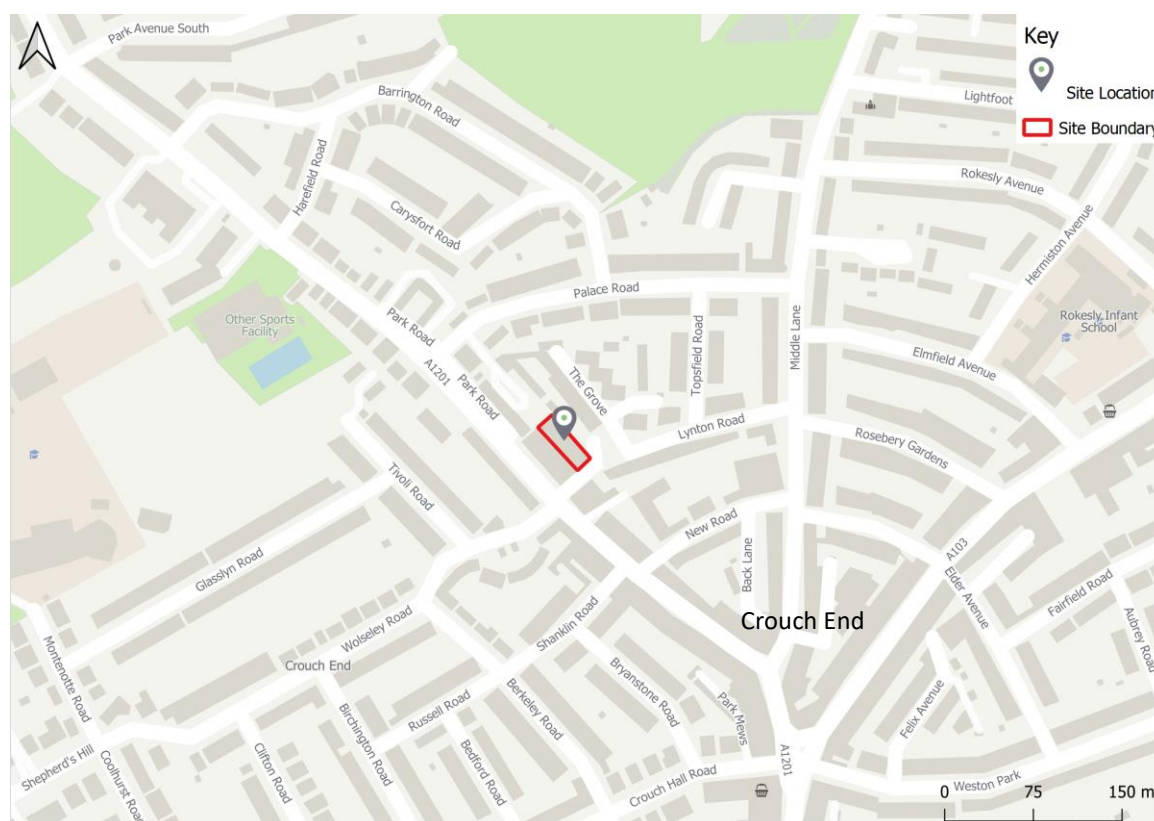
1.1 APPOINTMENT

- 1.1.1 This Framework Travel Plan (FTP) has been prepared by Velocity Transport Planning to accompany a planning application for the redevelopment proposals at 72 - 96 Park Road, Crouch End, N8 8JQ. The site falls within the administrative boundary of the London Borough of Haringey (LBH).

1.2 SITE LOCATION

- 1.2.1 The site location is shown in **Figure 1-1**. The site is situated in the Crouch End neighbourhood and is accessed on A1201 Park Road and is on the corner with Lynton Road.

Figure 1-1: Site Location and Local Context



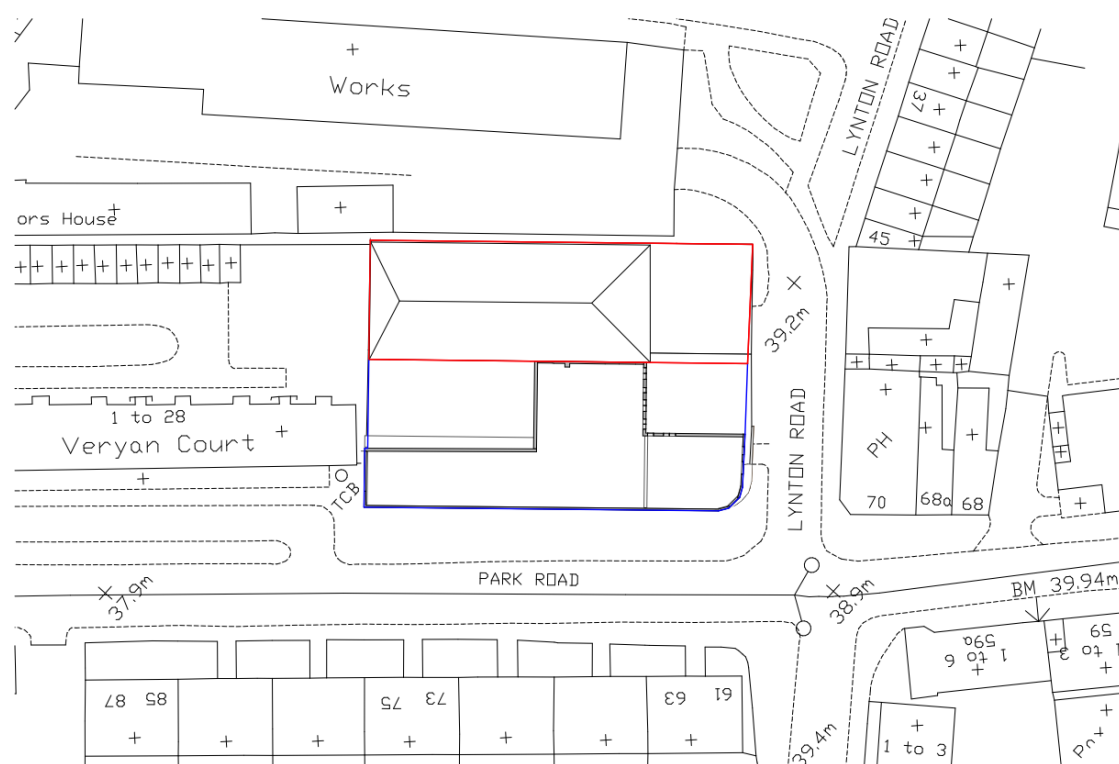
- 1.2.2 The surrounding area is mixed use, including residential, retail and offices. Adjoining the site to the north-west is a four-storey building comprising of retail and other commercial units on the ground floor with flats on the upper floors (Veryan Court). Directly opposite the site, on the other side of Park Road, are residential properties comprising of two-storey flats.
- 1.2.3 Lynton Road is used by heavy goods vehicles to gain access to the loading bay on the south-east side of the existing warehouse building to the rear. This road is also used for vehicular access to the offices and studios at the rear of the warehouse building. The road is blocked off after that point and there is no direct vehicular access from Park Road to the residential properties further along Lynton Road.



1.3 EXISTING SITE USE

- 1.3.1 **Figure 1-2** shows the existing site plan and the redline boundary. At present the site comprises of a two-storey warehouse building which is operational under an Industrial land use.

Figure 1-2: Existing Site Plan

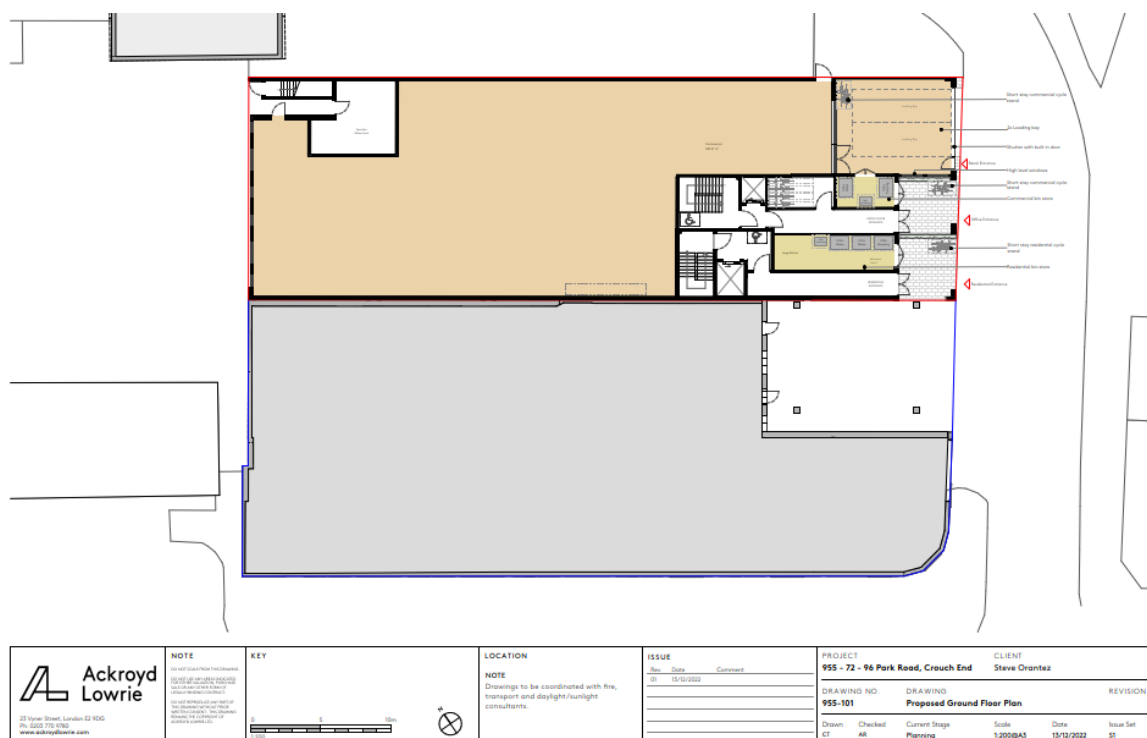


1.4 PROPOSED DEVELOPMENT

- 1.4.1 The proposal includes both commercial and residential units. The ground floor comprises a light industrial, warehouse unit with a raised ceiling and the first floor consists of a large open plan office space with a central courtyard allowing light to enter the space. The first floor is divided into two making it usable by either a sole tenant or two separate tenants requiring separate office spaces.
- 1.4.2 The second floor and above contain the residential parts of the building. The second floor contains a green communal amenity space along with the entrances to the two 'blocks' and the cycle parking.
- 1.4.3 The schedule of proposed development includes:
- ⦿ Nine residential units – 3 x 1 bed, 3 x 2bed, and 3 x 3bed
 - ⦿ Commercial Use – Office – 686 sqm (GIA)
 - ⦿ Light industrial – 550 sqm (GIA)
 - ⦿ 27 long stay cycle parking spaces
 - ⦿ 6 short stay cycle parking spaces
- 1.4.4 **Figure 1-3** shows the proposed ground floor layout, also provided in **APPENDIX A**.



Figure 1-3 Proposed Ground Floor Layout Plan



1.5 TRAVEL PLANNING OVERVIEW

- 1.5.1 Travel Plans (TPs) assist with managing the travel demand and impacts of new developments. Transport for London (TfL) defines a TP as “a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel.”
- 1.5.2 A TP should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the TP.
- 1.5.3 This TP sets out a series of objectives, targets and measures and is intended to establish the overarching mechanisms to manage the TP and monitor its effectiveness in influencing travel choices in accordance with the agreed targets.
- 1.5.4 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer and/or the specific end occupiers.
- 1.5.5 It is anticipated that a planning condition will be imposed requiring the implementation of an approved Framework Travel Plan (which will be based substantially upon this document) prior to occupation of the Proposed Development. The TP and TPC role will initially be funded by the developer.
- 1.5.6 This TP has been produced in accordance with current Department for Transport (DfT) and TfL guidance.
- 1.5.7 Given the scale of the residential element of the proposal, this Travel Plan will focus on the commercial element of the proposed development only. The design of the site and several of the Travel Plan measures proposed for the commercial elements will nevertheless influence the travel behaviour of future occupants.



1.6 DOCUMENT STRUCTURE

1.6.1 The remainder of this FTP is structured as follows:

- ⦿ **Section 2** – reviews relevant travel planning policy and guidance;
- ⦿ **Section 3** – provides details of the baseline conditions and site accessibility;
- ⦿ **Section 4** – summarises the Travel Plan strategy;
- ⦿ **Section 5** – provides the Travel Plan measures, objectives and targets; and
- ⦿ **Section 6** – provides an action plan.



2 PLANNING POLICY

- 2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the proposed development are addressed.
- 2.1.2 This relevant transport policy to this application includes the following:
- ⦿ National Planning Policy Framework (NPPF);
 - ⦿ Regional Policy, namely the London Plan, Mayor's Transport Strategy;
 - ⦿ TfL's Travel Planning for New Development in London (2013) Guidance; and
 - ⦿ Haringey's Local Plan: Strategic Policies 2013 – 2026 (Consolidated with alterations since 2017).

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 2.2.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).
- 2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 2.2.3 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that are, or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area and within larger-scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.2.4 In Paragraph 108, the NPPF sets out that maximum parking standards should only be set when there is clear justification that they are necessary to manage the local road network or optimise the density of development in urban areas that are well served by the public transport services. The London Plan (March 2021) sets out maximum parking standards for London, which will be discussed below.
- 2.2.5 Paragraph 110 states that when considering development proposals, it should be ensured that:
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost-effectively mitigated to an acceptable degree*



2.2.6 Paragraph 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the cumulative residual impacts on the road network would be severe."

2.2.7 Paragraph 112 states that applications for developments should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for a bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-ins and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed 'good practice' guidance in 2009 to assist all stakeholders in securing an effective policy framework, determining when a Travel Plan is required, and outlining how it should be prepared within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.

2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.

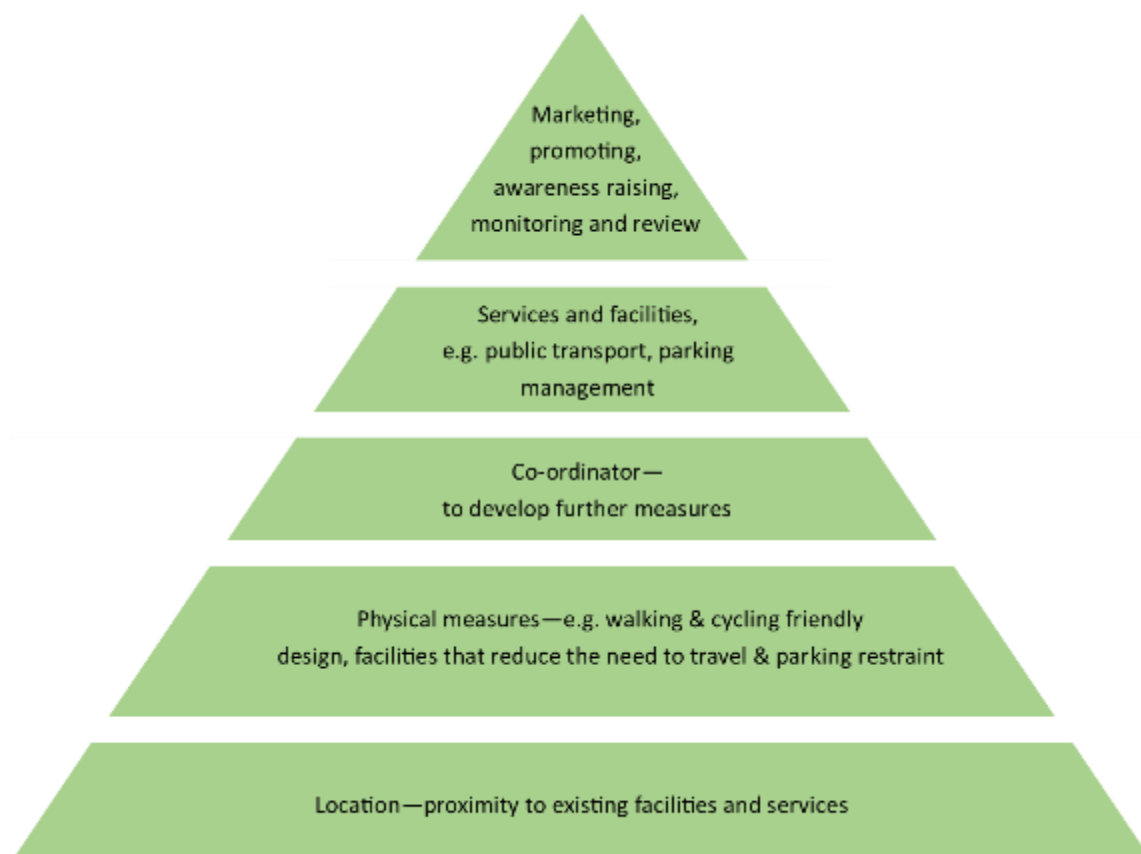
2.3.3 Travel Plans are important for major new developments in order to:

- Support increased choice of travel modes;
- Promote and achieve access by sustainable modes;
- Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- Promote a partnership between the authority and the developer in creating and shaping 'place'.

2.3.4 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1**.



Figure 2-1: Travel Plan Pyramid



- 2.3.5 The Travel Plan Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

2.4 LONDON PLAN (2021)

- 2.4.1 The London Plan is part of the statutory development plan. It aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.
- 2.4.2 Policy T4 Part B states that Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in compliance with Transport for London guidance.
- 2.4.3 The London Plan (March 2021) sets out that the phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. It also provides maximum car parking and minimum cycle parking standards for different parts of London.

2.5 TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

- 2.5.1 In November 2013, TfL published new guidance on the requirements for travel plans for new developments in London.



- 2.5.2 The type of Travel Plan required should be considered in the context of a range of circumstances. Thresholds set out in **Table 2-1** identify the type of Travel Plan that is required. In cases where individual occupiers do not meet the thresholds, a Travel Plan is not required. Where this is the case, it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site-wide Travel Plan measures.

Table 2-1: Travel Plan Thresholds

LAND USE	TRAVEL PLAN STATEMENT	FULL TRAVEL PLAN
Formerly: A1 Food / non-food retail Formerly: A2 Financial Services	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
Formerly: A3/ A4/ A5 Food and Drink	More than 20 staff but less than 750sqm	Equal or more than 750sqm
Formerly: B1 Business	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
Formerly: C3 Residential	Between 50 and 80 homes	Equal or more than 80 homes

- 2.5.3 Based on the above TfL Travel Plan threshold table the type of travel plan required for each of the uses is detailed within **Table 2-2**.

Table 2-2: Proposed Development Travel Plan Requirements

LAND USE	PROPOSED	TRAVEL PLAN TYPE
C3 Residential	9 units	Not required
Commercial - Office	686sqm	Not required /Travel Plan Statement
Warehouse/retail	550sqm	Not required /Travel Plan Statement

- 2.5.4 In addition to the TfL Travel Plan threshold table, TfL's guidance states that:

"Mixed use developments comprising of one or more elements that exceed the thresholds, or outline planning permission for which specific elements are not yet established, will require a framework Travel Plan, (sometimes referred to as a site-wide or umbrella travel plan)".

- 2.5.5 On this basis, this Framework Travel Plan has been prepared. A Framework Travel Plan should include:

- ⊙ Once occupiers are confirmed, they will need to submit a Travel Plan statement, as appropriate for their occupation. This requirement should be included within the terms of the lease or before ownership is transferred if the site is sold;
- ⊙ Baseline travel patterns delivered;
- ⊙ Measures to be delivered, and responsibility for their delivery and funding;
- ⊙ Future actions; and
- ⊙ Preliminary targets based on associated transport assessment predictions, with appropriate timescales.

2.6 MAYOR'S TRANSPORT STRATEGY (2018)

- 2.6.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.
- 2.6.2 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.6.3 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people



The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient, and sustainable travel. Street's environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined, including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- a) Create high-density, mixed-use places; and
- b) Unlock growth potential in underdeveloped parts of the city.

2.7 HARINGEY'S LOCAL PLAN: STRATEGIC POLICIES 2013 – 2026 (CONSOLIDATED WITH ALTERATIONS SINCE 2017)

DELIVERING ACTION ON CLIMATE CHANGE AND QUALITY AND HEALTHY PLACES

2.7.1 In line with the London Plan (March 2021), the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place-shaping and public realm, and environmental and transport quality and safety by:

- ⊙ *"Minimising congestion and addressing the environmental impacts of travel;*
- ⊙ *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- ⊙ *Promoting road safety and pedestrian movement, particularly in town centres and close to local services;*
- ⊙ *Promoting car sharing and establishing car clubs;*
- ⊙ *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- ⊙ *Adopting maximum car parking standards and car-free housing wherever feasible;*
- ⊙ *Seeking to mitigate the impact of road-based freight and promote alternatives;*
- ⊙ *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- ⊙ *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance."*

2.8 POLICY SUMMARY

2.8.1 As the proposed development is a mixed-use development which may exceed thresholds for at least one land use class and the specific final occupiers are not yet known, this Framework Travel Plan has been prepared in support of the planning application. The Travel Plan will work to encourage sustainable travel by all site users.



3 SITE ACCESSIBILITY

3.1 INTRODUCTION

3.1.1 This section sets out the baseline transport conditions in the vicinity of the site. It takes into consideration the hierarchy of travel set out in the Mayor's Transport Strategy and London Plan, which prioritises walking, cycling and public transport use.

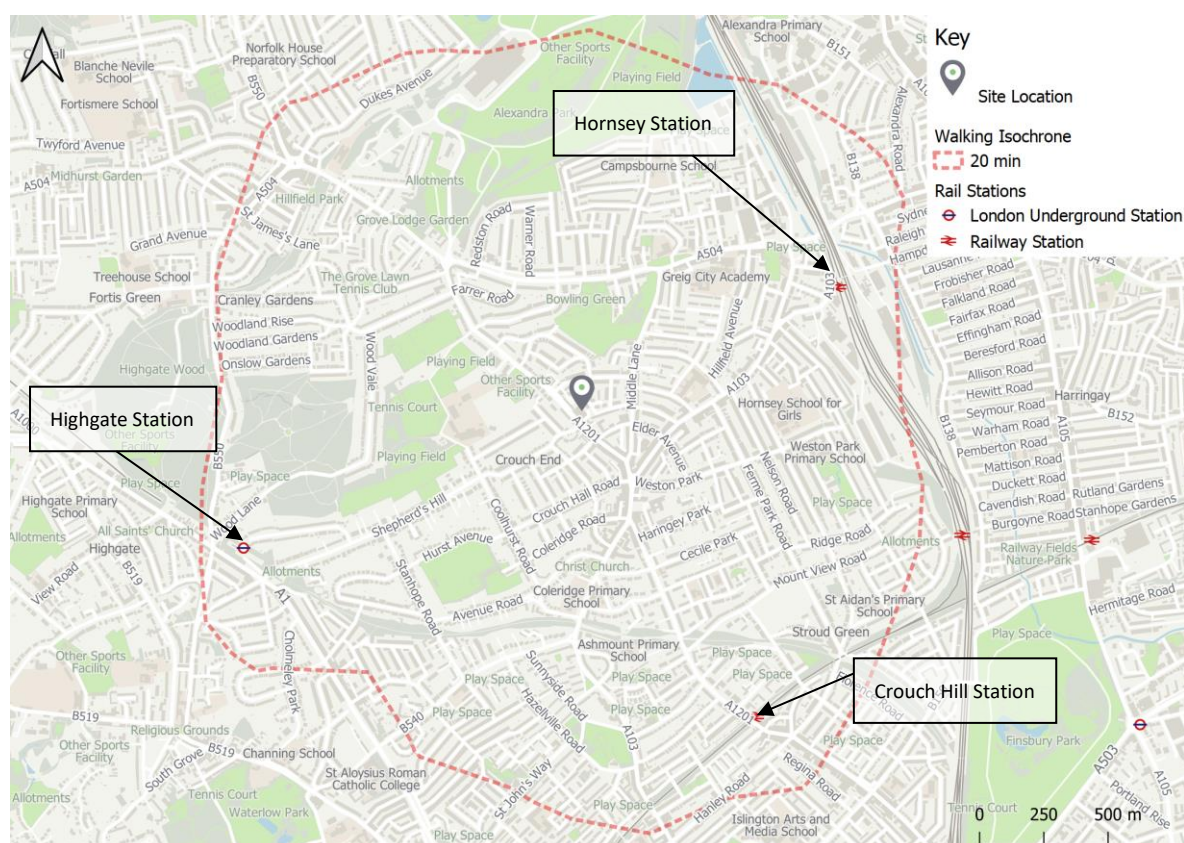
3.2 WALKING

3.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile/1.6km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel. It is also noted that almost all trips are at some point a walking trip, which often forms the start/end mode for any linked public transport trips.

3.2.2 In the immediate vicinity of the Site, both Lynton Road and the A1201 Park Road, benefit from dropped kerbs and tactile paving along pedestrian desire lines, to assist with access by road users with various impairments. A zebra crossing is also present near to the site across A1201 Park Road, providing convenient access to the nearest bus stop.

3.2.3 **Figure 3-1** shows a 1.6km isochrone around the site which identifies the 20-minute walking catchment area.

Figure 3-1: Walking catchment – 20-minute travel time

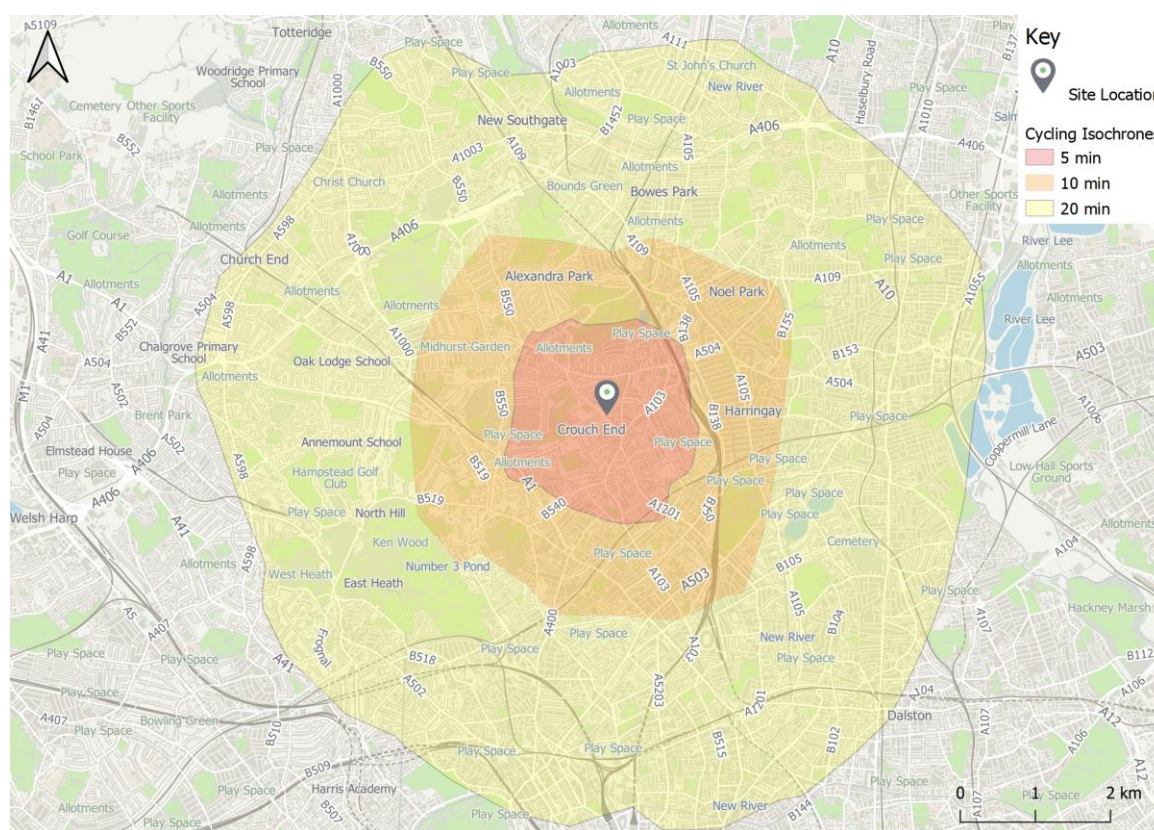


- 3.2.4 This illustrates that various public transport nodes can be accessed via a short walk from the Site, including Hornsey and Crouch Hill railway stations and Highgate underground station. There is an established network of footways and crossings for pedestrian movement throughout the local area.

3.3 CYCLING

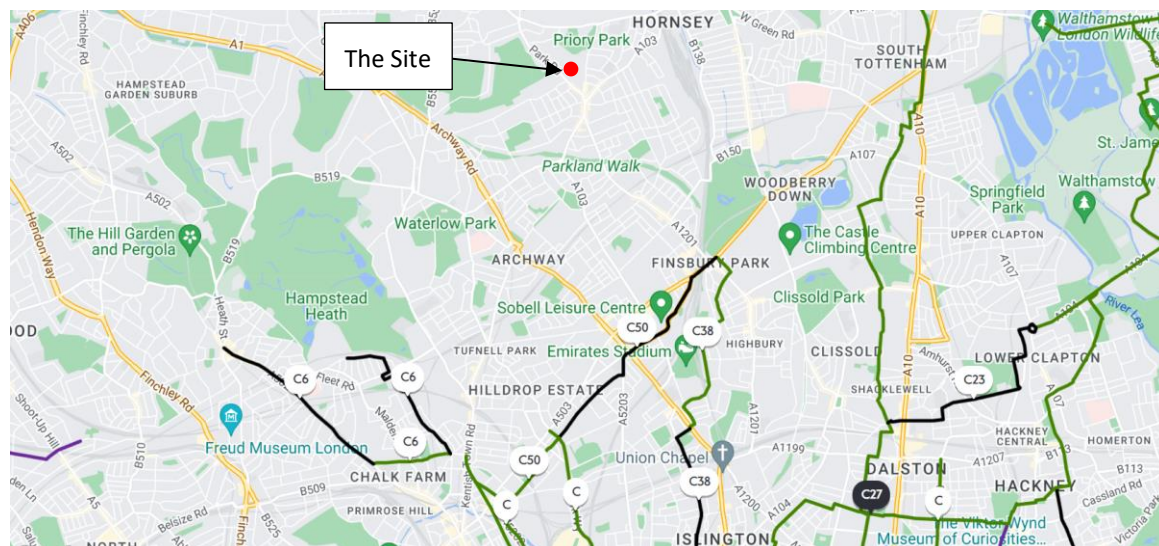
- 3.3.1 Cycling has the potential to be a substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances. **Figure 3-2** below shows a 5, 10 and 20-minute cycle catchment from the Site. This demonstrates that many large parts of North London are able to be accessed within a suitable cycling journey time, which feature residential areas, shopping and leisure destinations as well as potential employment opportunities.

Figure 3-2: Cycle catchment – 5, 10 and 20-minute travel times



- 3.3.2 Local on-street cycleways provide links throughout the surrounding area and to London-wide cycle routes. The closest dedicated cycle route is Cycleway 38 (C38) which can be reached from Finsbury Park approximately 2.6km to the southeast of the Site.
- 3.3.3 As part of the London Streetspace Plan, an extension of Cycleway 50 (C50) is proposed to expand to Finsbury Park and adjoin with the C38. The proposed extension of C50 will provide a link from Camden Town to Finsbury Park in a general southwest to north direction and it currently provides a connection to Cycleway C to the south. C38 currently runs in a general south to north direction and provides a link from Finsbury Park to Holloway Road and is proposed to be extended to Angel in the south.
- 3.3.4 A map illustrating the locations of the proposed and existing cycle highways can be seen below in **Figure 3-3**.

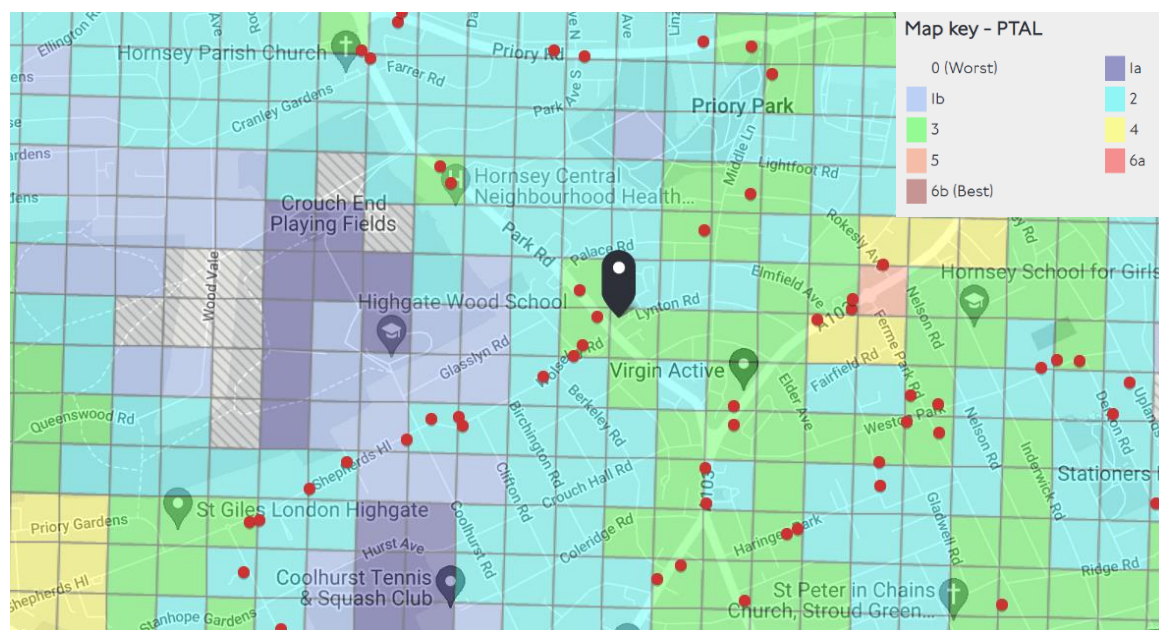
Figure 3-3: Map of local cycleways



3.4 PUBLIC TRANSPORT ACCESS

- 3.4.1 The Public Transport Access Level (PTAL) score is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m). It is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is then used to define a PTAL score.
- 3.4.2 TfL's online WebCAT tools shows the Site has a PTAL level of 3 which suggests an average level of access to public transport.
- 3.4.3 The WebCAT PTAL output is summarised in **Figure 3-4**.

Figure 3-4: Site PTAL Map



3.5 LOCAL BUS NETWORK

- 3.5.1 The site is in close proximity to a comprehensive bus network, with bus stops on the A1201 Park Road and Wolseley Road, Tottenham Lane and Middle Lane/Rokesly Avenue providing access to a number of TfL routes.
- 3.5.2 The closest bus stop is located on the A1201 Park Road adjacent to the Site. As such, it can be reached within a two-minute walk from the Site and offers access to the route W7.
- 3.5.3 Further bus stops are located on Wolseley Road, Tottenham Lane and Middle Lane and are all reachable within an eight-minute walk. These stops provide access to routes 41, 91, W5 and W3. The bus stops on the A1201 Park Road and the A103 Tottenham Lane feature shelters, seating, and timetable information, whilst others located on Wolseley Road feature flags and poles only.
- 3.5.4 A summary of the nearest bus service routes and frequencies is shown in **Table 3-1**.

Table 3-1: Local bus routes and frequencies per hour

SERVICE NO.	ROUTE	AM PEAK (08:00-09:00)	PM PEAK (17:00-18:00)
41	Archway Station – Hornsey Road – Tottenham Lane YMCA - Turnpike Lane Station – Seven Sisters Station – Tottenham Hale Bus Station	9	9
91	Tottenham Lane YMCA – Holloway Delivery Office – Caledonian Road Station – Caledonian Road & Barnsbury Station – Kings Cross Station – Upper Woburn Place – Russell Square – Trafalgar Square	6	6
W7	Finsbury Park Station – Crouch Hill Station – Hornsey Central Health Centre – Muswell Hill Broadway	15	15
W5	Archway Station – Mayfield Road – Weston Park Primary School – Harringay Station – Harringay Sainsbury's.	5	5
W3	Northumberland Park – White Hart Lane Station – New River Sports Centre - Wood Green Station – Alexandra Palace Station – Tottenham Lane – Finsbury Park Station	10	10

- 3.5.5 As shown above, there are 45 services in the AM and 45 services in the PM peak hours, respectively.

3.6 RAIL NETWORK

TFL OVERGROUND

- 3.6.1 The site is located within 1.4km walking distance of Crouch Hill station, an approximately 19-minute walk to the southeast of the Site. Crouch Hill station is served by TfL Overground with services connecting to Gospel Oak rail station and Barking Riverside. The service provision is summarised in **Table 3-2**.



Table 3-2: Overground services and frequencies (2022 timetable)

STATION	OPERATOR	DESTINATION	FREQUENCY	
			AM PEAK	PM PEAK
Crouch Hill	London Overground	Gospel Oak	4	4
		Barking Riverside	4	4

LONDON UNDERGROUND

- 3.6.2 The Site is located within 1.5km walking distance of Highgate Underground station, an approximate 17-minute walk to the west of the Site. Highgate underground station is served by the Northern Line with services connecting to High Barnet, Mill Hill East, Battersea Power Station and Morden. The service provision is summarised in **Table 3-3**.

Table 3-3: Northern Line services and frequencies (2022 timetable)

STATION	OPERATOR	DESTINATION	FREQUENCY	
			AM PEAK	PM PEAK
Highgate	Northern Line	High Barnet	17	15
		Mill Hill East	5	4
		Battersea Power Station	11	9
		Morden	13	18

NATIONAL RAIL

- 3.6.3 The Site is located within 1.3km walking distance of Hornsey rail station, an approximate 16-minute walk to the northeast of the Site. Hornsey rail station is served by the Great Northern Line with services connecting to Moorgate, Stevenage, Hertford North, Welwyn Garden City and Gordon Hill. The service provision is summarised in **Table 3-4**.

Table 3-4: National Rail services and frequencies (2022 timetable)

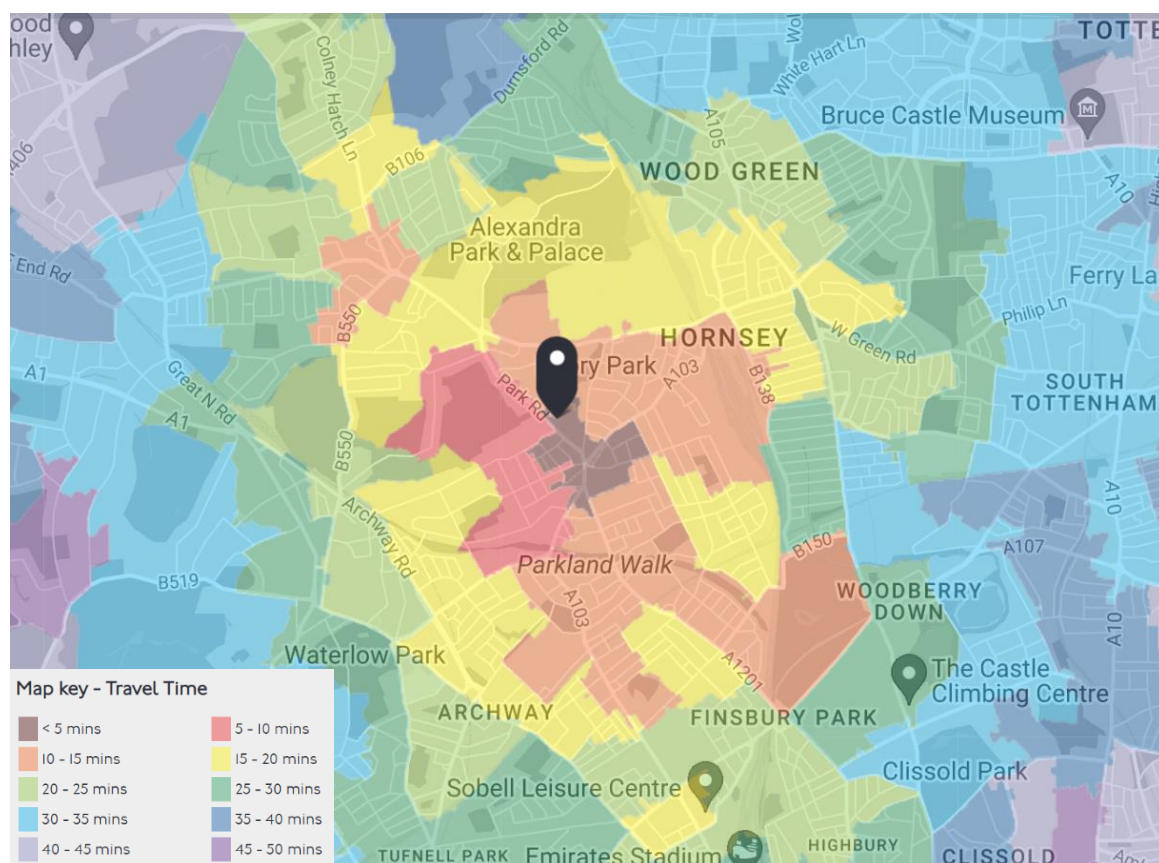
STATION	OPERATOR	DESTINATION	FREQUENCY	
			AM PEAK	PM PEAK
Hornsey	Great Northern	Moorgate	6	4
		Stevenage	4	4
		Hertford North	4	4
		Welwyn Garden City	3	3
		Gordon Hill	4	5

3.7 PUBLIC TRANSPORT TIME MAPPING

- 3.7.1 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. TIM mapping for the Site, travelling by public transport during the AM Peak is presented in **Figure 3-5**.



Figure 3-5: Public Transport TIM Mapping



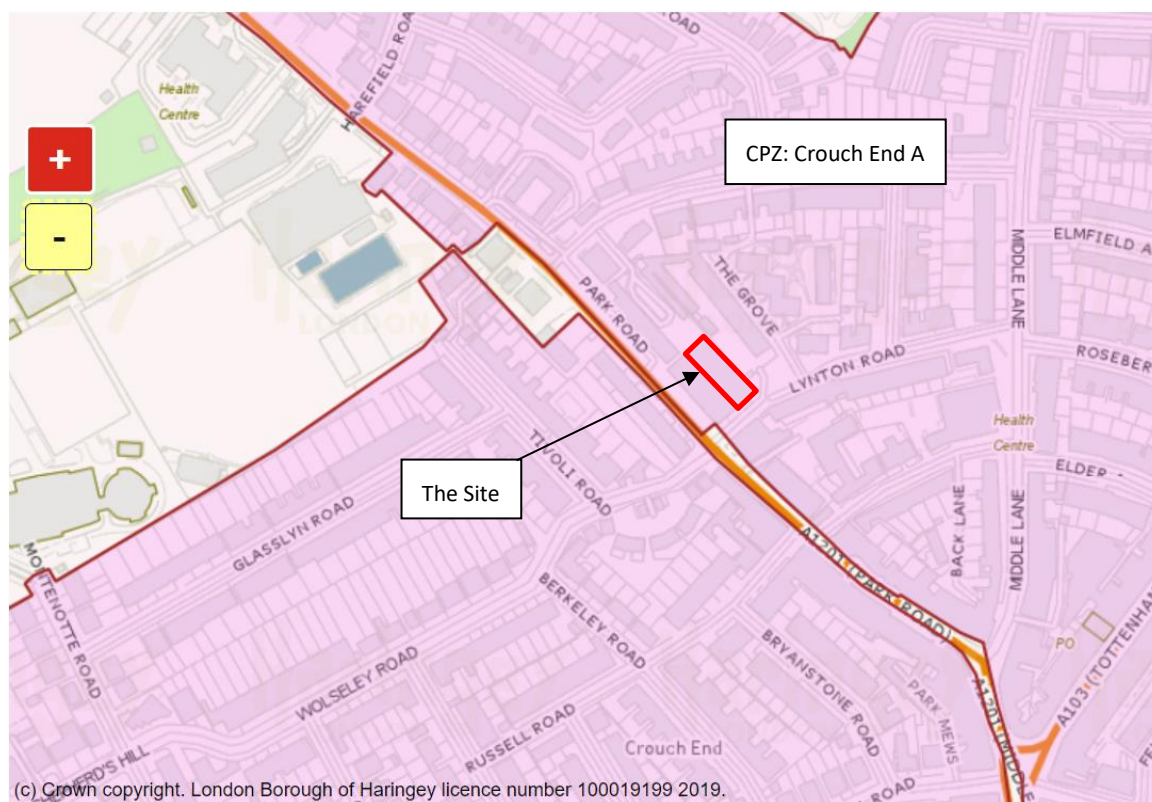
- 3.7.2 The TIM assessment demonstrates that the Site can be reached by public transport from a number of destinations within a 15-minute journey time, including Hornsey, Alexandra Park & Palace, Finsbury Park and Archway.

3.8 HIGHWAY NETWORK

- 3.8.1 The site is accessed via Lynton Road which is a minor road that serves commercial units in the immediate vicinity of the Site. Bollards prevent vehicle access to the eastern section of Lynton Road, which serves residential properties. Lynton Road connects with the A1201 Park Road, a major London Road that generally runs northwest to south and serves a number of commercial and residential units. It runs from the junction connecting Priory Road and Muswell Hill in the northwest to the junction connecting Topsfield Parade and The Broadway to the south.
- 3.8.2 The site lies within the Harringay Controlled Parking Zone (CPZ) 'Crouch End A', which operates between the hours of 10:00am to 12:00pm Monday-Friday. An extract of LBH's CPZ map is shown in **Figure 3-6**.



Figure 3-6: CPZ map



- 3.8.3 In the immediate vicinity of the Site, Lynton Road features double yellow lines on the northern side of the road, a section controlled by single yellow line effective between 08:30 and 18:30, Monday to Friday, and a 'goods vehicles only' loading bay which operates between 08:30 to 18:30, Monday to Saturday. Loading in this bay is limited to 30 minutes durations, with no return within one hour. The eastern section of Lynton Road (east of the bollards) is subject to the CPZ has permit holder parking illustrated by demarcated bays.
- 3.8.4 The A1201 Park Road on its western side features double yellow line 'no waiting at any time' parking restrictions whilst the eastern side features CPZ pay and display bays along its entire length, therefore offering no unrestricted parking areas.



4 TRAVEL PLAN STRATEGY

4.1 INTRODUCTION

- 4.1.1 This section sets out how the Travel Plan for the Proposed Development will be developed and will operate on a day-to-day basis. It also provides details of the marketing strategy proposed and how the Travel Plan will be secured.
- 4.1.2 Based on TfL's Travel plan thresholds, both the commercial and warehouse/retail uses will require a Travel Plan Statement to be produced in accordance with this Framework Travel Plan. The Travel Plan Statements should focus on encouraging sustainable travel and may take the form of an 'Action Plan' or a simple list of measures that are to be promoted by the developer or occupier of the site. It is not necessary for a Travel Plan Statement to provide specific targets and formal monitoring.
- 4.1.3 The Travel Plan will focus primarily on influencing the travel behaviour of the employees of the Site; however, the measures taken are also likely to encourage improved travel patterns by occupants.

4.2 TRAVEL PLAN CO-ORDINATOR (TPC)

- 4.2.1 Travel Plan Co-ordinators (TPCs) will be appointed for each element to promote sustainable travel. The TPC's role will involve:
- Ensuring the structures for the ongoing management of the plan are set up and running effectively;
 - Overseeing the monitoring and reporting of the Travel Plan Statement, including liaising with the Local Authority where appropriate;
 - Liaising with public transport operators;
 - Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are ongoing throughout the duration of the Travel Plan;
 - Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to employees;
 - On-site co-ordination of data collection for the plan;
 - Helping establish and promote the individual measures in the plan; and
 - Implementing any additional measures.

4.3 MARKETING

- 4.3.1 A marketing and communication strategy will be key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the services and facilities implemented as part of the Travel Plan. The strategy will also help to disseminate relevant travel information for users and other opportunities.
- 4.3.2 All staff will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures. Marketing will commence before the first occupation of each unit.



4.4 SECURING THE TRAVEL PLAN AND FUNDING

- 4.4.1 The Travel Plan will be secured by a planning condition or through the s106 legal agreement.
- 4.4.2 Funding for the implementation of the Travel Plan is to be secured by the developer. The costs will relate to the implementation of measures outlined within the Travel Plan and also for any surveys and monitoring, although for a Travel Plan Statement, monitoring is not required.

4.5 MONITORING

- 4.5.1 It is not expected that extensive monitoring will be required due to the scale of the proposal and its car-free nature. It is considered that the design of the site will naturally encourage sustainable travel patterns.



5 OBJECTIVES, MEASURES AND TARGETS

5.1 INTRODUCTION

- 5.1.1 This section describes the proposed development's forecast travel patterns before setting out Travel Plan objectives, preliminary targets and side-wide measures to support the achievement of these targets.

5.2 FORECAST TRAVEL BEHAVIOUR

- 5.2.1 Forecast travel patterns have been estimated using 2011 Census Travel to Work data (table WU03EW) for destinations in the Middle Super Output Area (MSOA) in which the site falls (E02000418: Haringey 022). The data was then adjusted to reflect the car-free nature of the Proposed Development by reallocating the vehicle driver trips onto other modes reflecting the existing census proportions. The forecast modal split is summarised in **Table 5-1**.

Table 5-1: Predicted staff modal split

MODE	CENSUS MODAL SPLIT	ADJUSTED MODAL SPLIT
Pedestrians	16%	33%
Cyclists	4%	8%
Bus	13%	27%
Underground / DLR	6%	13%
Rail	5%	10%
Vehicle drivers	50%	0%
Vehicle passengers	3%	6%
Taxi	1%	1%
Motorcycle	1%	2%
Total	100%*	100%

*Figure rounded

- 5.2.2 **Table 5-1** indicates that staff of the site are expected to travel primarily by sustainable modes, with around a third of peak hour trips likely to be made on foot and another third made by bus.

5.3 OBJECTIVES

- 5.3.1 TfL's Travel Planning Guidance (November 2013) identifies that Travel Plans should include targets to reduce single-occupancy vehicle trips but should also consider and relate to targets specified in the Mayor's Transport Strategy (e.g. to increase cycling). In addition, they should support objectives set out in a borough's local policy documents.
- 5.3.2 The objectives of the TP are:
- ④ To raise employees' awareness of sustainable modes of travel available for reaching the site;
 - ④ To raise employees' awareness of the health and fitness benefits of walking and cycling for short journeys; and
 - ④ To facilitate and encourage travel by sustainable modes.



5.4 TARGETS

- 5.4.1 Targets are tailored to deliver the objectives of the Travel Plan and must be Specific, Measurable, Achievable, Realistic, and Timed (SMART).
- 5.4.2 Two types of targets are considered. 'Action' type targets are physical actions that can be achieved by a set date, for example, appointing a Travel Plan Co-ordinator (TPC), whilst 'Aim' type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type targets and 'Aim' type targets.

ACTION TARGETS

- 5.4.3 The following Action targets are proposed:
- ⊙ Provide staff with a basic knowledge of sustainable travel opportunities and their benefits at the first occupation of each unit, and in particular:
 - How to contact the Travel Plan Co-ordinator;
 - The bus services which are available;
 - The underground and rail services which are available;
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
 - The cycle parking facilities provided and the health benefits of cycling; and
 - Any car club memberships available.
 - ⊙ Provide cycle parking prior to the occupation of each unit.
- 5.4.4 Achieving these specific and timed targets will be measured by the implementation of marketing and awareness-raising measures which will be reported to the Local Planning Authority. This target links directly to all three objectives of this Travel Plan.

AIM TARGETS

- 5.4.5 Through the implementation of the Proposed Development, staff of the proposed development are expected to achieve the aim set out within the Mayor's Transport Strategy for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 from initial occupation. The forecast travel demand (shown in **Table 5-1**) would exceed this, and the following Aim type target is therefore proposed:

"To maintain at least 90 per cent of all trips being made on foot, by cycle or using public transport."

5.5 MEASURES

- 5.5.1 This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considered in turn in the following sections:
- ⊙ 'Hard' engineering measures incorporated into the design;
 - ⊙ Key services and facilities; and



- ④ 'Soft' marketing and management measures ensure that sustainable travel behaviour is maximised.

HARD MEASURES

- 5.5.2 Physical aspects of the design of the Proposed Development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the Development are discussed individually below. These measures would be provided prior to occupation of the Site and would be funded by the developer.

CAR PARKING PROVISION

- 5.5.3 The proposed development will be car-free.

CYCLE PARKING PROVISION

- 5.5.4 Encouraging and promoting cycling is a key focus of the proposed transport strategy.
- 5.5.5 Cycle parking will be provided to the minimum London Plan (March 2021) requirements; the overall development is required to provide a minimum of 27 long-stay cycle parking spaces and six short-stay cycle parking spaces. As shown in **Table 5-2**, the proposed cycle parking is in accordance with the London Plan requirements.

Table 5-2: Proposed Cycle Parking Provision

USE		GEA / UNITS	LONG-STAY	SHORT-STAY
Commercial	B1 Business Offices	686 sqm	5	2
	B1 Light Industry and R&D	550 sqm	2	2
Residential	C3 Dwellings	9 dwellings (3 x 1 bed 2 person, 3 x 2 bed 2 person, 3 x 3 bed 3 person)	17	2
Total			26	6

- 5.5.6 Long-stay cycle parking will be provided within dedicated, secure cycle parking stores close to building entrances.
- 5.5.7 Access to the cycle stores will be controlled by RFID cards/fobs or similar and will be monitored by CCTV.
- 5.5.8 Short-stay cycle parking will be provided within the public realm near the building entrances in the form of Sheffield stands.

KEY SERVICES & FACILITIES

- 5.5.9 To complement the location and physical design of the Site, a number of on-site services and facilities will be implemented, which will further encourage the use of sustainable transport modes. Details of each of the proposed services are set out below.



PERSONALISED JOURNEY PLANNING

- 5.5.10 The TPC will be available to provide personalised travel planning advice to employees of the development. The TPC will be able to identify routes to public transport services for staff travelling to the site.
- 5.5.11 The personalised journey planning service will also accommodate the specific journey planning requirements of mobility impaired persons working at the Site.

COMMUNITY NOTICE BOARDS

- 5.5.12 Notice boards providing travel information will be placed in building lobbies and amenity space around the site.
- 5.5.13 Maps of the immediate local area will be displayed on the notice boards identifying locations of cycle parking, nearby car club bays and public transport service access points. The notice boards will also be used to inform staff of any new travel initiatives or events organised by the TPC.

SOFT MEASURES

- 5.5.14 The location of the Site, and its design and proximity to public transport services within the surrounding area, will create all of the conditions necessary to make sustainable travel behaviour a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of the communication strategy for the Site are set out below.

TRAVEL PACK

- 5.5.15 Staff will be provided with a Travel Pack prior to commencing work at the site. The key purpose of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available, including:
- ⦿ **Promotion of local, sustainable travel networks**, including:
 - bus services;
 - underground, overground and rail services; and
 - local walking and cycle routes.
 - ⦿ Links to relevant public transport travel information websites (such as the TfL journey planner) will be provided.
 - ⦿ **Promotion of local amenities**: The Travel Pack will include the locations of many of the nearby amenities and will encourage trips by foot.
 - ⦿ **Promotion of the cycle parking**: Making staff aware of the on-site cycle parking facilities which are available to them.
 - ⦿ **Promotion of membership to the London Cycling Campaign (LCC)**: The LCC is a cyclist organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough and organise leisure rides and social events. The benefits on offer to LCC members include discounts at bike shops in London; exclusive cycle theft insurance packages; free third-party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group, together with membership information, will be included in the Travel Pack.
 - ⦿ **Promotion of health benefits associated with alternative modes of transport**: The Travel Pack will provide details of the health benefits associated with walking and cycling regularly.



- ④ **Details of carbon footprinting:** Provision of details of the established 'Act on CO₂ carbon calculator' and provision of information to raise awareness of the environmental and cost-saving benefits associated with sustainable travel and reducing car usage.
- ④ **Promotion of key services and facilities:** Full details of the key services and facilities provided by the Travel Plan will be included in the Travel Pack, including:
 - the availability of the personalised journey planning service; and
 - the availability of the nearby car clubs and where to find information about using the service.

5.5.16 The Travel Pack will be available in both hard copy and electronically.

LOCAL PUBLIC TRANSPORT OPERATORS

5.5.17 The TPC will liaise with local public transport operators, particularly local bus operators, with respect to 1) any future opportunities for access to travel discounts/taster tickets, 2) feedback on any issues/complaints with respect to existing service provision/headway/punctuality/infrastructure, and 3) opportunities to increase service provision.



6 ACTION PLAN

- 6.1.1 This section provides a draft action plan for agreement with LBH, which summarises the actions to be taken with associated timescales, responsibilities and sources of funding.
- 6.1.2 The programme for the implementation of the Travel Plan measures is set out in **Table 5-1**.

Table 5-1: Action Plan

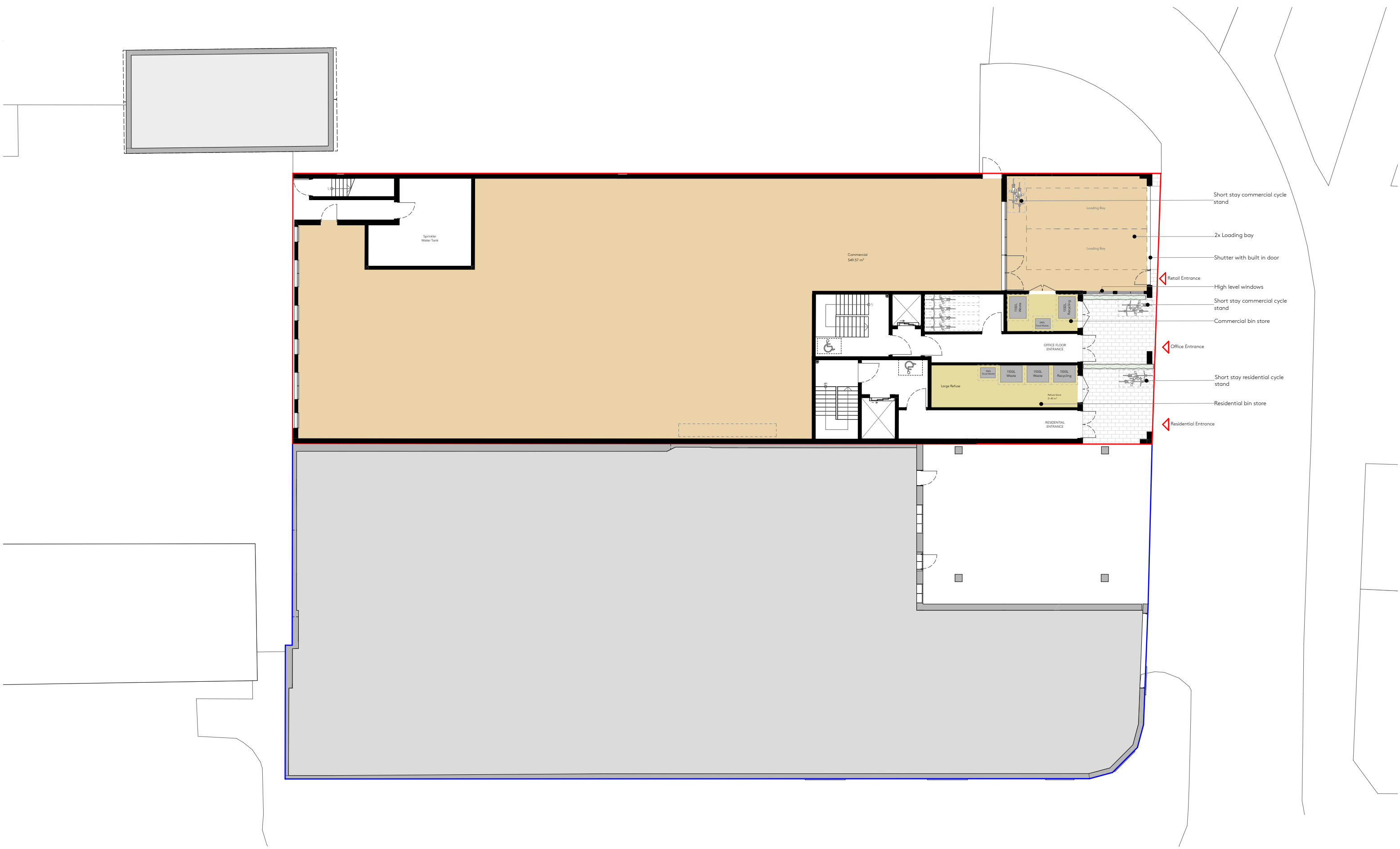
ACTION	TARGET (VALUES)	TARGET DATE	FUNDING	INDICATOR/ MEASURED BY	RESPONSIBILITY
Appointment of TPC	N/A	Prior to occupation	Occupier	Appointment of TPC	Occupier
Agree on Travel Plan Objectives and Targets	N/A	Prior to occupation	Developer	Agreement being reached with LBH	Developer
Agree on Travel Plan Measures and Travel Pack	N/A	Prior to occupation	Occupier	Agreement being reached with LBH	TPC
Provision of cycle parking secured through planning	As required for each land use	Prior to occupation	Developer	Installation of cycle parking and it is made available for use	Developer
Availability of broadband access in commercial units	N/A	Prior to first occupation of each workplace	Developer	Availability of broadband access in commercial units	Developer
Availability of a personalised journey planning service	N/A	On occupation	Occupier	Availability of a personalised journey planning service	TPC
Dissemination of the Travel Packs	One Travel Pack per employee	At first occupation of each workplace	Occupier	Dissemination of the Travel Pack to each employee	TPC
Provision and population of Sustainable Travel Information Notice Board	N/A	Prior to occupation	Occupier	Provision and population of Information Notice Board	TPC



APPENDIX A

SITE LAYOUT DRAWING







23 Vyner Street, London E2 9DG
Ph: 0203 770 9780
www.ackroydlowrie.com

NOTE

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KEY

0510m

1:200



LOCATION

NOTE

Drawings to be coordinated with fire, transport and daylight/sunlight consultants.

ISSUE

Rev.	Date	Comment
01	13/12/2022	

PROJECT

955 - 72 - 96 Park Road, Crouch End

CLIENT

Steve Orantez

DRAWING NO.

955-101

DRAWING

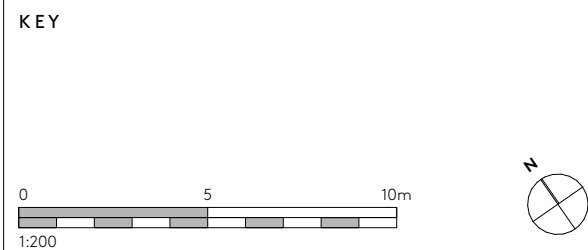
Proposed Ground Floor Plan

REVISION

Drawn	Checked	Current Stage	Scale	Date	Issue Set
CT	AR	Planning	1:200@A3	13/12/2022	S1



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ISSUE		
Rev.	Date	Comment
01	13/12/2022	

PROJECT			CLIENT		
955 - 72 - 96 Park Road, Crouch End			Steve Orantez		
DRAWING NO.		DRAWING		REVISION	
955-103		Proposed Second Floor Plan			
Drawn	Checked	Current Stage	Scale	Date	Issue Set
CT	AR	Planning	1:200@A3	13/12/2022	S1