

Framework Site Travel Plan

Omega Works Site A, 167 Hermitage Road, N4 1LZ

12 August 2022

Prepared for
Topfling



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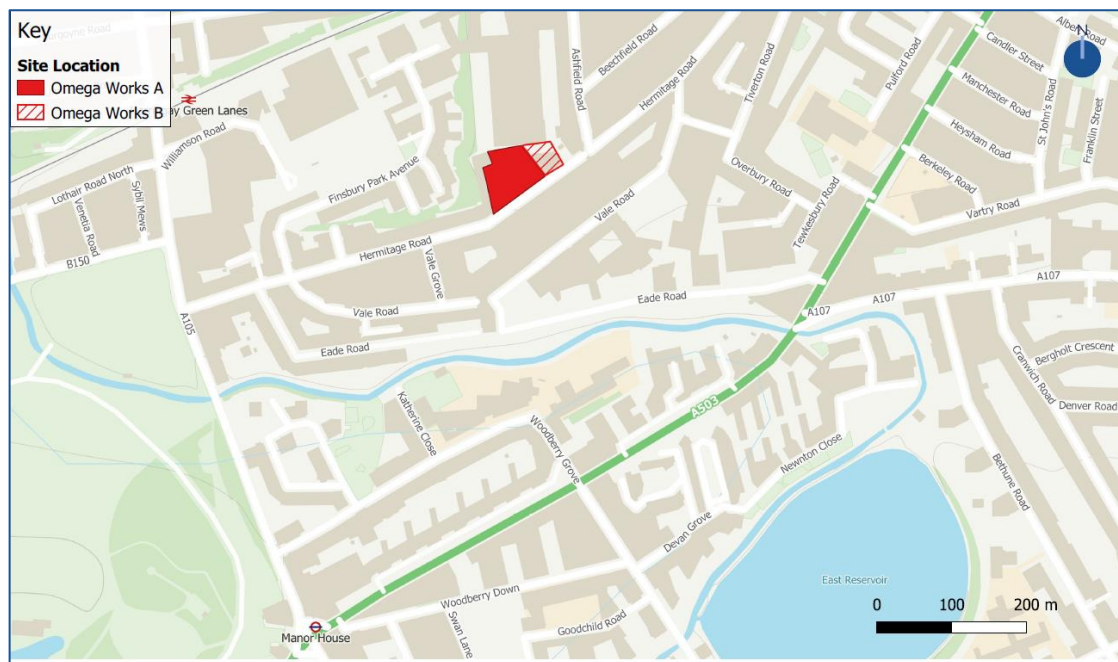
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1. Introduction

1.1 Preamble

- 1.1.1 This Framework Site Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of Topfling (hereafter referred to as “the applicant”) in support of a planning application for the redevelopment of Omega Works A, 167 Hermitage Road, London N4 1NA (hereafter referred to as “the site”).
- 1.1.2 The site falls within the authority area of London Borough of Haringey (LBH). It is bound to the south by Hermitage Road, to the west by an access road and B2 commercial development, to the north and east by commercial units.
- 1.1.3 To the immediate east of the site is land identified as “Omega Works B,” which is subject to a separate planning application for mixed-use Commercial/Residential development. The site location relative to the surrounding area and transport networks is shown in **Figure 1.1**.

Figure 1.1 Site Context Plan



1.2 Planning Policy

- 1.2.1 This Framework Residential Travel Plan has been prepared in tandem with a Transport Statement using the best practice guidance provided by TfL dated June 2019. This has informed the structure of this document as well as the assessment methodologies in the Transport Statement (TS) (Document Ref: 2013-MA-DR-TS01 REV B), which should be read in tandem with this Travel Plan.
- 1.2.2 This planning application has been prepared in consideration of national, regional, and local transport planning policies that are relevant to the development site including:
- National Planning Policy Framework – NPPF (2021);
 - The New London Plan (2021);
 - The Mayor’s Transport Strategy (2019);
 - LBH Local Plan
 - The New LBH Local Plan
 - LBH Development Management Plan (DMP) (2017)
- 1.2.3 The above policy has been summarised in **Appendix A**.

1.3 Report Structure

- 1.3.1 The remainder of this document is structured as follows:
- Section 2 – Development Site and Proposals including a review of Policy and Guidance;
 - Section 3 – Existing Conditions
 - Section 4 – Travel Plan Objectives;
 - Section 5 – Travel Plan Measures;
 - Section 6 – Travel Plan Targets;
 - Section 7 – Monitoring and Review;
 - Section 8 – Action Plan; and,
 - Section 9 – Summary and Conclusions

2. Development proposals

2.1 Preamble

- 2.1.1 This section of the report details the proposed new use and mix of the development, the access arrangements and the car and cycle parking provision. For greater detail please refer to the accompanying Transport Assessment (TA) and Delivery, Service and Management Plan (DSMP).

2.2 Use and Mix

- 2.2.1 The schedule of Land uses is summarised in **Table 2.1** below.

Table 2.1 Schedule of Accommodation

Land Use	Quantum	Units
Commercial		
Employment Space – Use Class E	1,041	sqm Gfa
Warehouse Living		
2-bed units	1	Units
3-bed unit	1	
6-bed Unit	2	
9 bed-unit	1	
10-bed unit	1	
12-bed unit	2	
Total units	8	
Total Beds	60	Beds
Warehouse Workspace	577	sqm Gfa
Total Warehouse Floor area	2,761	sqm Gfa
Traditional Residential		
Studio	10	Flats
1-bed	26	
2-bed	28	
3-bed	12	
Total	76	

- 2.2.2 As shown in the table above, the proposals are for a slight reduction in industrial floorspace; however, this is due to removal of unutilised and redundant space through creating improvements to the overall efficiency and layout. Warehouse living is increased by a total of 5 beds only. The primary development is therefore the 76 new residential flats.

- 2.2.3 The proposed site layout is attached as **Appendix B**.

2.3 Access

- 2.3.1 Vehicular access on-site will be via the existing access at the western edge of the site. Vehicles other than disabled parking access and emergency vehicle access will not be permitted into the yard, but a section of the access is reserved for delivery vehicle movements, including waste collection.
- 2.3.2 Pedestrian access is taken from Hermitage Road, via the existing accesses. The yard will be opened up and improved with soft landscaping. Pedestrian priority will also be improved along the site frontage, with parking at the site edge reduced and vehicle access at the centre near the historic façade removed. Pedestrian through access to Omega Works B and the Crusader Estate to the north will also be created via the yard.
- 2.3.3 Access for cyclists will also be from Hermitage Road, either via the existing access into the historic façade or via the improved courtyard. Cycle access to Omega Works B will be created via the yard, which will in turn allow access north through to the Crusader Estate.

2.4 Servicing and Delivery

- 2.4.1 Waste storage will be segregated by land use and consolidated in 2 main areas, with stores on the southern edge of block B and within Block A, which will be accessible from Block C also.
- 2.4.2 Waste from the stores on the southern edge of Block B will be collected via the access to the yard, with the refuse vehicle entering the site in forward gear, reversing up to the store to collect and egressing in forward gear. Waste contained within Block A will be collected at kerbside as per the existing arrangement. A new dropped kerb and stopping space will be created for this purpose at the site frontage.
- 2.4.3 Deliveries will be able to utilise the same space when not in use for waste collection, or otherwise will use the vehicle access on the western edge of the site. The yard itself will be secured by bollards or similar to prevent general vehicle access, with only disabled parking users, waste collection vehicles and emergency services able to access.

2.5 Parking

- 2.5.1 The proposed cycle parking provision is compliant with the standard requirements set out in the table above. In addition, of the 129 long-stay residential cycle parking spaces, 6 will be for accessible cycle parking. Additional cargo bike parking has been provided for the commercial uses, with 3 spaces per land use. Cycle parking is contained within multiple stores around the site within blocks and within the secure yard. Accessible cycle parking on wide Sheffield stands and visitor parking is within Block A, accessible via the new main entrance through the historic façade.
- 2.5.2 The proposals will be car free with the exception of some residential disabled parking as summarised in **Table 2.2**.

Table 2.2 Residential Disabled Parking

Disabled Parking	London Plan 2021 Standard	Disabled spaces
Outset	3% of units	2
Future	7% of Units	5
Total		7

- 2.5.3 To accord with the new building regulations, it is expected that all residential parking spaces will be EV enabled with a minimum of 20% actively enabled as per the London Plan 2021 standard. Disabled parking will not be allocated to any specific unit. Only the 3% provision will be created from the outset within the yard area. The remaining 5 spaces will be provided as per demand through the conversion of existing on-street parking bays.
- 2.5.4 The warehouse living and industrial floorspace will be car free. A total of 2 disabled parking bays will be provided for these uses, triggered as and only when demand arises and provisioned through the conversion of existing on-street spaces.
- 2.5.5 In total, including future provision, the site could provide up to 9 blue badge spaces between the yard and on-street. 3 spaces will be provided within the yard from the outset.

3. Existing Conditions

3.1 Overview

3.1.1 This section of the report details the current conditions, its permitted uses, access arrangements and accessibility by all modes. It has been prepared as per the associated Transport Statement.

3.2 The Site

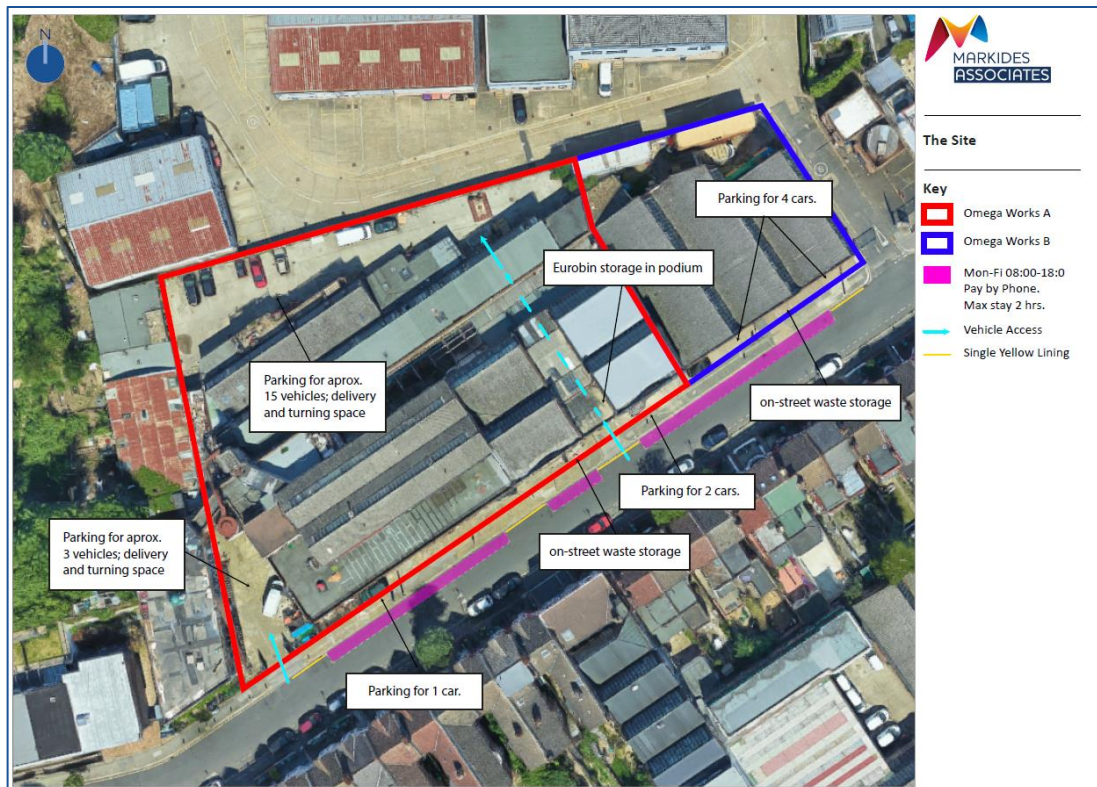
3.2.1 The site location is shown in **Figure 3.1** below. It is presently occupied by 1 x 3-bed residential unit, 570sqm of light industrial floorspace and Warehouse Living units accommodating 55 beds with additional workspace.

Figure 3.1 Site Location Plan



3.2.2 The site is bound to the south by Hermitage Road, to the north and east by the Crusader Estate and related access road, and to the west by another commercial unit known as 'Omega Works C' and residential properties. Hermitage Road is mainly residential in nature, excepting the Omega Works blocks and the Crusader Estate, which together are a significant commercial presence.

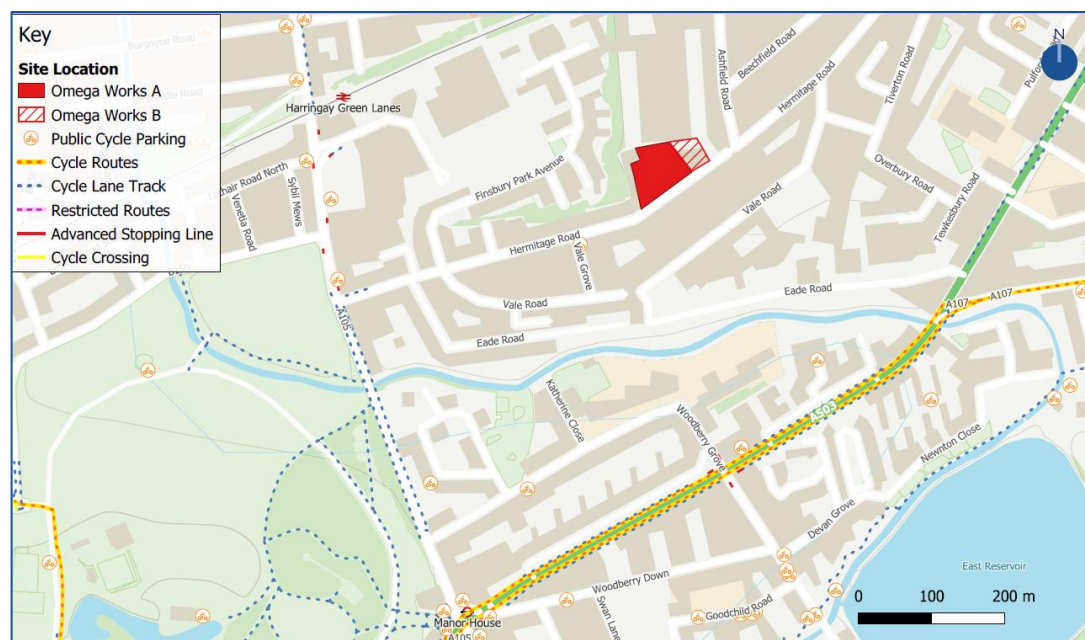
Figure 3.2 Existing Site



3.2.3 As shown in the figure above, the site, including Omega Works B, has parking for some 25 vehicles. It is not known how these are split between the uses.

3.2.4 A plan showing the pedestrian and cycle infrastructure in the vicinity of the site is included as **Figure 3.3**.

Figure 3.3 Pedestrian and Cycle Access Plan



3.2.5 As shown on the plan above, the site benefits from being within reach of the Strategic Cycle Network, which runs east-west to the south of the site from Finsbury Park to the A107 east of the site. Locally, there are on-street cycle lanes on Green Lanes and through Finsbury Park, providing access to sports facilities within the park and the station of the same name.

3.2.6 All local roads benefit from footways on each side of the carriageway, albeit quality is varying in terms of maintenance and width. Hermitage Road has on-street parking which straddles the footway, reducing effective widths along most of the length of the street.

3.3 Public Transport Accessibility

3.3.1 The site has a PTAL of 2 from each access, as confirmed by a manual PTAL calculation.

Bus Accessibility

3.3.2 Bus services within a reasonable walking distance of the site are outlined in **Table 3.1**.

Table 3.1 Local Bus Services

Ro ute	Nearest Stop	Dista nce	Destinations	Weekday Peak Hour Frequency
W5	Venetia Road/Endymion Road	560m	Archway – Harringay Superstores	10-13 mins
29	Endymion Road stops HE and HB	495m	Wood Green – Charing Cross	4-8 mins
141	Endymion Road stops HE and HB	495m	Palmers Green – London Bridge	5-8 mins
341	Endymion Road stops HE and HB	495m	Upper Edmonton - Waterloo	9-13 mins
N29	Endymion Road stops HE and HB	495m	Trafalgar Square/Charing Cross – Enfield Town	9-11 mins

3.3.3 As shown in **Table 3.1**, the site is also well served by buses, providing a high frequency of services to a range of destinations, including weekend and night services. A plan showing the location of local bus stops and rail stations is include as **Figure 3.4**.

Figure 3.4 Public Transport Plan



Rail Accessibility

3.3.4 As established through the PTAL calculation, the site is within walking distance of Harringay Green Lanes London Overground Station and also Piccadilly Line London Underground

Services at Manor House Station. The services accessible at these stations are summarised in **Table 3.2**.

Table 3.2 Rail Services

Operator	Service	Trains per hour (tph)
Harringay Green Lanes – 699m from site – 9 mins walk		
London Overground	Gospel Oak - Barking	4
	Barking - Gospel Oak	4
Manor House – 866m from site – 12 mins walk		
London Underground Piccadilly line	Manor House – Cockfosters	18
	Manor House – Arnos Grove	6
	Manor House - Heathrow Terminal 4	6
	Manor House - Heathrow Terminal 5	6
	Manor House - Uxbridge	8
	Manor House – Raynors Lane	4
Total		56

- 3.3.5 As shown in **Table 3.2**, the site is accessible to a large number of rail services, providing access by train to a large number of destinations within London.

3.4 Local Highway Network

- 3.4.1 Hermitage Road in the vicinity of the site is a no-through route connecting to the A105 Green Lanes to the west of the site only. The site is situated very close to the no-through end of Hermitage Road.
- 3.4.2 Hermitage Road falls within Green Lanes Zone B Controlled Parking Zone (CPZ) in operation Monday-Friday 08:00-18:30 and has traffic calming in the form of speed humps. There is parking on each side of the road within this CPZ with spaces demarked and which partially straddles the footway. Recent improvements to the site frontage at Omega Works A have reduced the opportunity for ad hoc parking on the curtilage to 3 spaces,
- 3.4.3 The A105 Green Lanes connects to the A503 Seven Sisters Road to the south of the site and to the A406 to the north of the site. In the vicinity of Hermitage Road, it is a single-carriageway road. To the south of Hermitage Road, there is a cycle lane on each side of the road.

3.5 Baseline Modal Split

- 3.5.1 The 2011 Census as the most recent available data has been searched for method of travel to work data for both employees and residents. The tables to be queried and output areas were agreed through pre-application consultation with LBH Highways.

Commercial

- 3.5.2 Table WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population), relating to the commercial floorspace trips, was queried for workplace zone output area E33034127, Harringay Warehouse District & Vartry. The site falls on the edge of this output area, but the zone in which the site is fully located is primarily residential and not representative of the uses existing or proposed. E33034127 is therefore considered more representative.

- 3.5.3 The results are given in **Table 3.3** below.

Table 3.3 Commercial Floorspace Mode Split

Method of travel to work	All categories: Usual residence E33034127	%
LUL	86	14%
Rail	44	7%
Bus	167	28%
Taxi	1	0%
Motorcycle	7	1%
Car	196	33%
Car Passenger	17	3%
Bicycle	14	2%
On foot	69	11%
Other	0	0%
Total	601	100%

- 3.5.4 As shown in the table above, 33% of existing employees in the warehouse district travel to work by car, with 28% by bus, 21% by rail modes, 11% on foot and 2% by bicycle. Overall, the commercial uses support a 62% sustainable mode share, which is considered very good considering the low PTAL and demonstrates that the site is not reliant on vehicle modes to support this use. In addition, since 2011, the public transport and active travel networks have arguably improved, and businesses are increasingly diverting from vehicle modes with reductions in provision of company cars, reduction in commercial parking permits, and increase in cargo cycles. In that light, it is considered reasonable that the site could achieve at least a 62% sustainable mode share as a minimum.

Residential

3.5.5 Table QS703EW - Method of Travel to Work (2001 specification) was queried for the residential mode splits for Lower Super Output Area (LSOA) E01002057: Haringey 032D, which fully encompasses the site.

3.5.6 The results are given in **Table 3.4** overleaf.

Table 3.4 Residential Mode Split

Method of Travel to Work	Isoa2011: E01002057: Haringey 032D	%
LUL	289	42%
Rail	29	4%
Bus	149	22%
Taxi	0	0%
Motorcycle	12	2%
Car	118	17%
Car Passenger	5	1%
Bicycle	41	6%
On foot	34	5%
Other	4	1%
Total	681	100%

3.5.7 As shown in the table above, a total of 17% of existing residents travel to work by car, with 22% travelling by bus and 46% by rail modes. 5% travel on foot whilst 6% by bicycle, which is in line with the Mayor's targets. Overall, the local area supports a 79% sustainable mode share. Since 2011, the public transport and active travel networks have arguably improved, car ownership is falling across London, and the rising fuel costs are discouraging second car ownership. Improved parking controls and transport technologies such as car clubs are also having an impact on sustainable mode shares, and it is considered that despite the low PTAL, the site can achieve an 80% mode share as a minimum.

4. Travel Plan Strategy and Objectives

4.1 Responsibility

4.1.1 This Travel Plan constitutes a framework for the whole of the site and all of its uses. For clarity, it should be noted that the following terminology has been used throughout this report:

- **‘The Applicant’** – Refers to Topfling, who have commissioned MA to create this Framework Travel Plan in support of the development scheme proposals and planning application. The applicant is therefore responsible for the Framework Plan and the earliest stages of the Travel Plan up to implementation.
- **‘The Developer’** - refers to the party who is responsible for the implementation of the development scheme post planning approval. This party may be the same as the Applicant. They are therefore also responsible for updating this Framework Travel Plan to a full Travel Plan and its implementation in the first stages of development.
- **‘Site Management’** – refers to the party who at this early stage is assumed to be responsible for the managing the let of the commercial premises and is responsible for the overall management of the site and all uses on it.
- **‘Commercial Operator’** – the as yet unidentified end operator of the commercial space in the event that this party differs from Site Management.
- **‘Residential Operator’** – the as yet unidentified end operator of the residential units in the event that this party differs from Site Management.
- **‘Occupant’** – any person or party other than the Operator occupying or otherwise using the site by right of residence, ownership, or employment.
- **‘Staff’** – all persons employed by Site Management or Operators (where different parties) for the purposes of the general operation of the site and its commercial uses.
- **‘Visitors’** – any person who is not staff and not a resident visiting the site for any reason other than servicing or delivery, such as third-party contractors, auditors, commercial clients etc.

4.1.2 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff and occupants of the site to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping staff and occupants from using sustainable modes and specifically active modes.

4.1.3 Measures outlined in this plan to effect mode shift will be for staff and occupants. In respect of visitors to the commercial uses, information will be made available to promote sustainable travel.

4.2 Objectives

- 4.2.1 A TP is a long-term strategy for the occupier of the site to help them deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 4.2.2 The specific aim of this plan is to encourage and support sustainable travel to and from the site helping occupiers of the site to make more sustainable travel choices and minimising the impact of the development on the existing neighbourhoods surrounding the site.
- 4.2.3 This TP will demonstrate how the applicant intends to help encourage sustainable travel to and from the site
- 4.2.4 This TP therefore has the following objectives:
- Reduce the number of vehicle trips associated with the new development.
 - Actively promote sustainable modes of travel to residents.
 - Encourage residents to build active travel into their daily routines to support and contribute to wider health benefits.
 - Raise awareness of the impact of travel choice on individual health and the local environment.
 - Maximise the accessibility of the site by modes other than the private car.
 - Reduce the need for residents to use non-active modes to access common facilities.
 - Limit car ownership on the site.
 - Maximise accessibility of the site and local area to those with limited mobility or visibility.

4.3 Travel Plan Coordinator

- 4.3.1 A Travel Plan Coordinator (TPC) will be appointed by the applicant/developer to implement and administer the Travel Plan. The TPC will take overall responsibility for the day-to-day operation of the Travel Plan and the implementation of associated measures. This action will take place in advance of first occupation such that implementation of The Plan can begin before travel patterns start to develop at the site. Details of the TPC will be provided as soon as they are appointed.
- 4.3.2 The TPC will be responsible for the administration of the Plan, the implementation of its measures, ongoing monitoring of the Plan, the annual review and for co-ordinating activities with the local authority Travel Plan Officer, as necessary.
- 4.3.3 The contact details of the TPC will be made available to all residents and any staff using the site for effective communication and liaison regarding travel to and from the site. The Travel Plan Coordinator will be allocated time to spend on monitoring and updating of the Travel Plan.

4.4 Consultation

- 4.4.1 The success of the Plan will rely on the support of residents and staff at the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators and the local highway authority.

4.5 Promotion

- 4.5.1 All residents will be made aware of the existence of the Travel Plan prior to moving into the development. They will be made aware of the benefits of residing in a development that has a Travel Plan. Such benefits include better access to services and jobs, improved travel options and opportunities for a healthier lifestyle.

4.6 Updating

- 4.6.1 The Travel Plan is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the Plan will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.
- 4.6.2 The on-going monitoring programme and in particular the annual review will provide updated information that will allow the Plan to be revised, refined, and improved.

4.7 Detailed Travel Plan

- 4.7.1 To develop the Travel Plan, a site-wide travel survey will be undertaken once the development is part occupied. The results of this survey will identify a site-specific modal split of travel and will form the Travel Plan baseline data. The survey will either be undertaken within 3 months of the first occupation for any land use or once the site occupation has reached 25%, whichever occurs first.
- 4.7.2 The results of the travel survey will be added to this Travel Plan to produce a Detailed Travel Plan, or separate detailed Residential and Workplace Travel Plans. Within 3 months of carrying out the travel survey the updated Plan (or Plans) will be submitted to the local authority Travel Plan officer for approval. The Detailed Travel Plan(s) will subsequently form the basis for further development of the Plan and future monitoring of the progress towards meeting targets.

4.8 Funding

- 4.8.1 The Travel Plan Coordinator will be provided with the appropriate funds to undertake travel planning duties to ensure that measures and targets set within the travel plan are promoted and that suitable monitoring and review objectives are achieved.
- 4.8.2 The applicant will fund all the hard measures as detailed in the subsequent section. Their ongoing maintenance and any subsequent measures will be funded by the site operator (expected to be the same as, or overseen by, the applicant) through the rental charges.

5. Travel Plan Measures

5.1 General Travel Plan Measures

- 5.1.1 This section of the document describes the actual Travel Plan measures to be implemented at the application site. These measures have been developed specifically with due regard to the transport conditions at the proposed site, including existing levels of accessibility via sustainable modes of travel.
- 5.1.2 In general, TP measures can be assumed to fall into one of two categories; hard measures, such as physical facilities built into the scheme, and soft measures, such as incentives and promotional activities.
- 5.1.3 Both have a part to play in the success of The Plan and there is scope for implementation and modification of both types throughout the life of The Plan. The following section explores both types of measure.

5.2 ‘Hard’ Measures

- 5.2.1 In accordance with national, regional, and local planning policy guidance the applicant is committed to encouraging the use of more sustainable modes of transport. Several ‘hard’ measures have been proposed to encourage sustainable travel:
- Parking bays limited exclusively to blue badge spaces, implemented on an ‘on-demand’ basis.
 - Provision of cycle parking for long-stay use (employees and residents) and short stay use (visitors).
 - Removal of waste storage from the site frontage and improvements to the frontage in line with Healthy Streets, with greater priority for pedestrian and cycle movements.
 - The site is also willing to support the provision of an on-street car club space, subject to commercial viability and input from a car club operator.

5.3 ‘Soft’ Measures

- 5.3.1 Following completion of the development the emphasis for encouraging sustainable travel behaviour will be focused on the on the implementation of several ‘soft’ measures, which are outlined in the remainder of this section.

Travel Pack

- 5.3.2 The most important measure to be introduced as part of this Travel Plan is the ‘Travel Pack’ which will be issued to all residents their first day of occupation, either in print (in the form of a travel brochure) or electronically.
- 5.3.3 The pack will contain information about all modes of transport available for journeys to and from the site. It will include information related to journeys to key amenities within walking and cycling distance of the development. It will also contain details of the health, financial

and environmental benefits of using sustainable modes of transport. Furthermore, the pack will present information about car clubs and sharing schemes so that residents are made aware of the benefits of joining them and how to register with the schemes local to the area. Additional information included within the pack will consist of:

- Information will be provided about the location of cycle parking and the cycle routes in the vicinity of the site.
- Information and advice concerning safe walking and cycle routes from the site to key locations such as train stations and shops.
- Journey planning tools such as those available on www.walkit.com.

Other Measures

5.3.4 Other measures to be provided may include the following:

- Promotion of cycle training / guided cycle rides available locally, or organised specially for residents of the site;
- Dr Bike events;
- Promotion of various events e.g., Bike Week;
- Creation of a Bicycle User Group (BUG) if demand is large enough; and
- Investigation as to whether discounts can be provided by local bike shops.
- Support for the provision of a car club space on-street on Hermitage Road.
- A year of free car club membership for each resident and warehouse living occupant.

6. Travel Plan Targets

6.1 Indicative Modal Split

- 6.1.1 The total trips by mode and associated mode splits are summarised in **Table 6.1** below for the commercial uses, **Table 6.2** for the residential use and **Table 6.3** for the warehouse living use. It should be noted that due to the complexities of the warehouse living use and the lack of data available, the warehouse living trips contain an element of double counting and are therefore considered high.

Table 6.1 Proposed Commercial Trips by Mode

Trip Rate	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	20%	0	0	0	0	1	1	6	4	9
Rail	10%	0	0	0	0	0	0	3	2	5
Bus	39%	1	0	1	0	1	2	11	7	18
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0	0	0	0
Car	0%	0	1	2	3	4	5	6	7	8
Car Passenger	4%	0	0	0	0	0	0	1	1	2
Bicycle	3%	0	0	0	0	0	0	1	1	2
On foot	16%	0	0	0	0	1	1	5	3	8
Other	0%	0	0	0	0	0	0	0	0	0
Servicing	7%	0	0	0	0	0	0	2	2	4
Total	100%	2	0	2	1	4	4	31	21	52

Table 6.2 Proposed Residential Trips by Mode

Trip Rate	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	44%	4	20	25	13	7	20	119	118	237
Rail	4%	0	2	2	1	1	2	12	12	24
Bus	23%	2	10	13	7	3	10	61	61	122
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	2%	0	1	1	1	0	1	5	5	10
Car	10%	1	4	5	3	1	4	26	25	51
Car Passenger	1%	0	0	0	0	0	0	2	2	4
Bicycle	6%	1	3	3	2	1	3	17	17	34
On foot	5%	1	2	3	2	1	2	14	14	28
Other	1%	0	0	0	0	0	0	2	2	3
Servicing	4%	0	0	1	1	1	2	10	9	19
Total	100%	10	44	54	29	15	44	268	264	532

Table 6.3 Proposed Warehouse Living Trips by Mode

Trip Rate	%	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily Flows		
		In	Out	Total	In	Out	Total	In	Out	Total
LUL	44%	4	17	20	11	6	17	101	98	199
Rail	5%	0	2	2	1	1	2	11	11	22
Bus	24%	2	9	11	6	4	9	56	54	110
Taxi	0%	0	0	0	0	0	0	0	0	0
Motorcycle	2%	0	1	1	0	0	1	4	4	8
Car	7%	1	3	3	2	1	3	17	16	33
Car Passenger	1%	0	0	0	0	0	0	2	2	4
Bicycle	6%	1	2	3	2	1	2	14	14	28
On foot	6%	1	2	3	1	1	2	14	13	27
Other	1%	0	0	0	0	0	0	1	1	3
Servicing	4%	0	0	1	1	1	1	9	8	17
Total	100%	9	35	44	24	14	38	231	223	454

6.1.2 As shown in the tables above:

- The warehouse living units should be able to achieve a baseline sustainable mode share of **85%**.
- The residential units should be able to achieve a baseline sustainable mode share of **83%**.
- The commercial units should be able to achieve a baseline sustainable mode share of **at least 85%**.

6.2 Setting Targets

6.2.1 The modal split and the associated trips given above are indicative. A site-specific travel survey will be undertaken within 3 months of first occupation or at 25% occupancy; whichever occurs first. This will provide a baseline for comparison to the indicative modal split above and steer targets to specific ambitions. Prior to that input, it is difficult to set concrete targets; however, in the interim, the following targets are advised:

- Where the site use-specific sustainable modal split (walk, cycle, and public transport) is less than 75% of the total, targets should be established to reach 75% share within the first year of the plan.
- Where the site use-specific sustainable modal split is found to be 75% or slightly higher, targets should be established to reach 80% share within the first year of the plan and maintain a minimum of 75%.
- Where the site use-specific sustainable modal split is found to be significantly higher than 80%, targets should be established to maintain an 80% share as a minimum.

6.2.2 These have not been made mode specific as the appeal of specific modes can be dependent on journey distance and personal travel planning.

7. Monitoring and Review

7.1 Preamble

- 7.1.1 A programme of monitoring and review has been designed to generate information by which the success of the Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Coordinator and will be carried out annually.
- 7.1.2 The major objective of the Travel Plan is to affect a reduction in the use of single occupancy vehicles to and from the site. Suitable indicators of the success of the Plan are therefore the number of car trips per unit and modal split of residents and staff.
- 7.1.3 Other less direct objectives of the Plan are to increase the awareness of residents and staff about the environmental and health implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the existence of the Plan.

7.2 Monitoring

- 7.2.1 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence and will include;
- Monitor demand for additional cycle parking;
 - Monitor demand and use for car parking, including CPZ or commercial permits issued by the borough.
 - Monitor awareness of the Travel Plan; and,
 - Record comments received from residents relating to the operation and implications of the Plan.
- 7.2.2 Information gathered through the monitoring process will be recorded for input in the annual review (outlined below). The information will be submitted to the Local Planning Authority, Local Highway Authority and shared with residents.

7.3 Review

- 7.3.1 As mentioned, a resident and staff travel survey will be undertaken once the development is opened. The results of the survey will identify modal split for travel to the site by land use will form a base against which future development can be measured.
- 7.3.2 Every year, on the anniversary of the initial survey, the Travel Plan Coordinator will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan. The review will involve the monitoring as set out above.
- 7.3.3 The Travel Plan Coordinator will compile a Review Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be submitted to the local Travel Plan Officer.

7.4 Remedial Measures

- 7.4.1 If the targets are not being met, then remedial measures will be discussed LBH to determine what appropriate and proportionate measures can be implemented to help bring the TP back in line with the targets.

8. Action Plan

8.1.1 **Table 8.1** below provides a summary of the plan, outlining when various elements of the plan will be managed, and actions prioritised.

Table 8.1 Action Plan

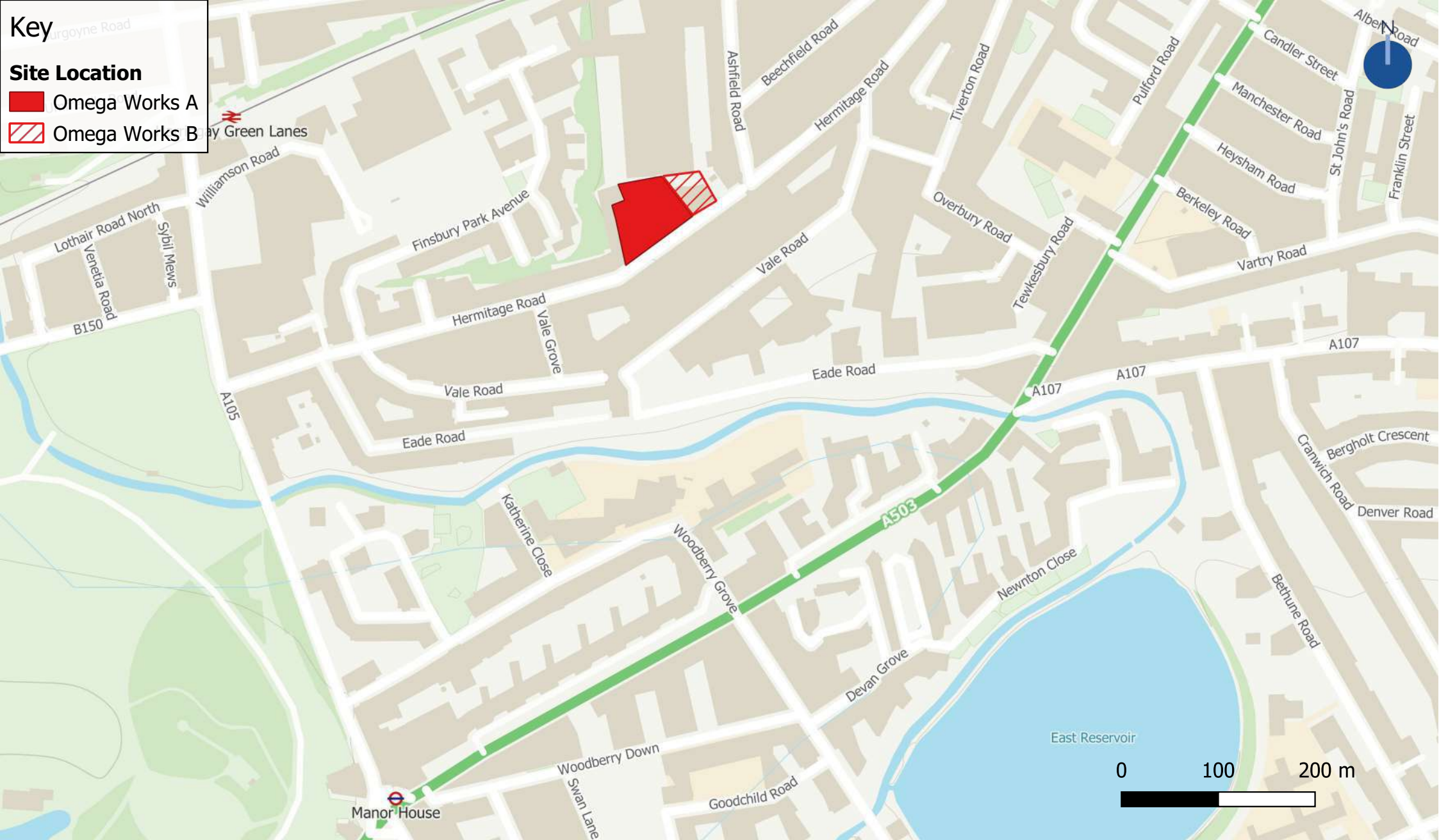
Timeframe	Action/ Event	Responsibility
3 months Prior to Occupation	Appointment of TPC	Applicant
Prior to Occupation	Installation of Cycle Parking	Applicant
Prior to Occupation and On-going	Creation of Welcome Packs	TPC
Prior to / Upon Occupation	Provision of Display boards / Smart Point	TPC
On-going	Provide Personalised Travel Planning	TPC
On-going	Provision of walking, cycling and public transport timetables and map for residents. Provision of maps details about local facilities	TPC
On-going / Annually	Run/organise/promote events such as Bike Week	TPC
Prior to / Upon Occupation	Source discounts with local cycling retailers	TPC
Within 3 months of occupation	Carry-out initial travel survey	TPC
Years 1, 3, & 5	Measure progress towards targets, and update actions as necessary	TPC
Years 1, 3 & 5 (following monitoring surveys)	Submit reports to LBH/TfL	TPC
Year 5	Submit final report to LBH/TfL	TPC
Beyond 5 Years	Continue the TP on a voluntary basis	TPC

9. Summary and Conclusions

- 9.1.1 This Framework Site Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of CPGF Ltd. (hereafter referred to as “the applicant”) in support of a planning application for the redevelopment of the Omega Works, Crusader Estate, Hermitage Road, London N4 1LZ (hereafter referred to as “the site”). This report refers to land known as Omega Works B.
- 9.1.2 The site falls within the authority area of London Borough of Haringey (LBH). The proposals are for the part demolition of existing structures and the construction/reprovision of 1,041sqm of commercial floorspace, 76 residential flats and warehouse living units accommodating 60 beds and 577sqm of working floorspace.
- 9.1.3 The purpose of this Travel Plan Framework is to provide a strategy for encouraging reduced dependency on travelling by private car in favour of more sustainable modes such as public transport, walking, cycling and utilising car clubs for all journey purposes.
- 9.1.4 This Travel Plan Statement demonstrates that:
- The site is accessible by a range of public transport modes, including by bus and rail;
 - The site is within proximity to local amenities making walking and cycling realistic alternatives for daily needs; and,
 - The proposed development includes several ‘hard’ and ‘soft’ measures to encourage travel by modes other than the private car.
- 9.1.5 It is apparent that the proposed development is in a sustainable location with access to a range of non-car travel modes. On that basis, it is considered that the strategy set out within this document will help to deliver the objective of a providing a sustainable development.

FIGURES

Figure 1.1	Site Context Plan
Figure 3.1	Site Location Plan
Figure 3.2	Existing Site
Figure 3.3	Pedestrian and Cycle Access Plan
Figure 3.4	Public Transport Plan









APPENDIX A – POLICY REVIEW

A1 Introduction

This section of the TP provides a summary of the relevant national regional and local planning policy.

A2 National Planning Policy Framework (July 2021)

The National Planning Policy framework sets out the governments planning policies regarding future developments. It mentions TPs in paragraph 113 stating that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

A3 National Planning Practice Guidance (2014)

Guidance on when TPs are required and what content they should include is provided in the National Planning Practice Guidance and is summarised below:

Planning Practice Guidance (amended in 2014)

Travel Plans should identify the specific required outcomes, targets, and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys results from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- Benchmark travel data including trip generation databases
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development
- Relevant information about existing travel habits in the surrounding area
- Proposals to reduce the need for travel to and from the site via all modes of transport
- Provision of improved public transport services.

A4 London Plan (2021)

The London Plan was published by the Mayor of London in 2021. The Plan sets out the policies, regulations, and priorities of the current Mayoral administration.

London Plan Policy T4 Assessing and Mitigating Transport Impacts identifies under T4B that Travel Plans will be required having regard to Transport for London guidance.

A5 TfL Travel Planning guidance

TfL Travel Planning Guidance sets out requirements for different land uses and sets the thresholds which dictate if a Travel Plan is necessary. The thresholds for the proposed development uses are shown below.

Table 9.1 Land Use Thresholds for Travel Plan

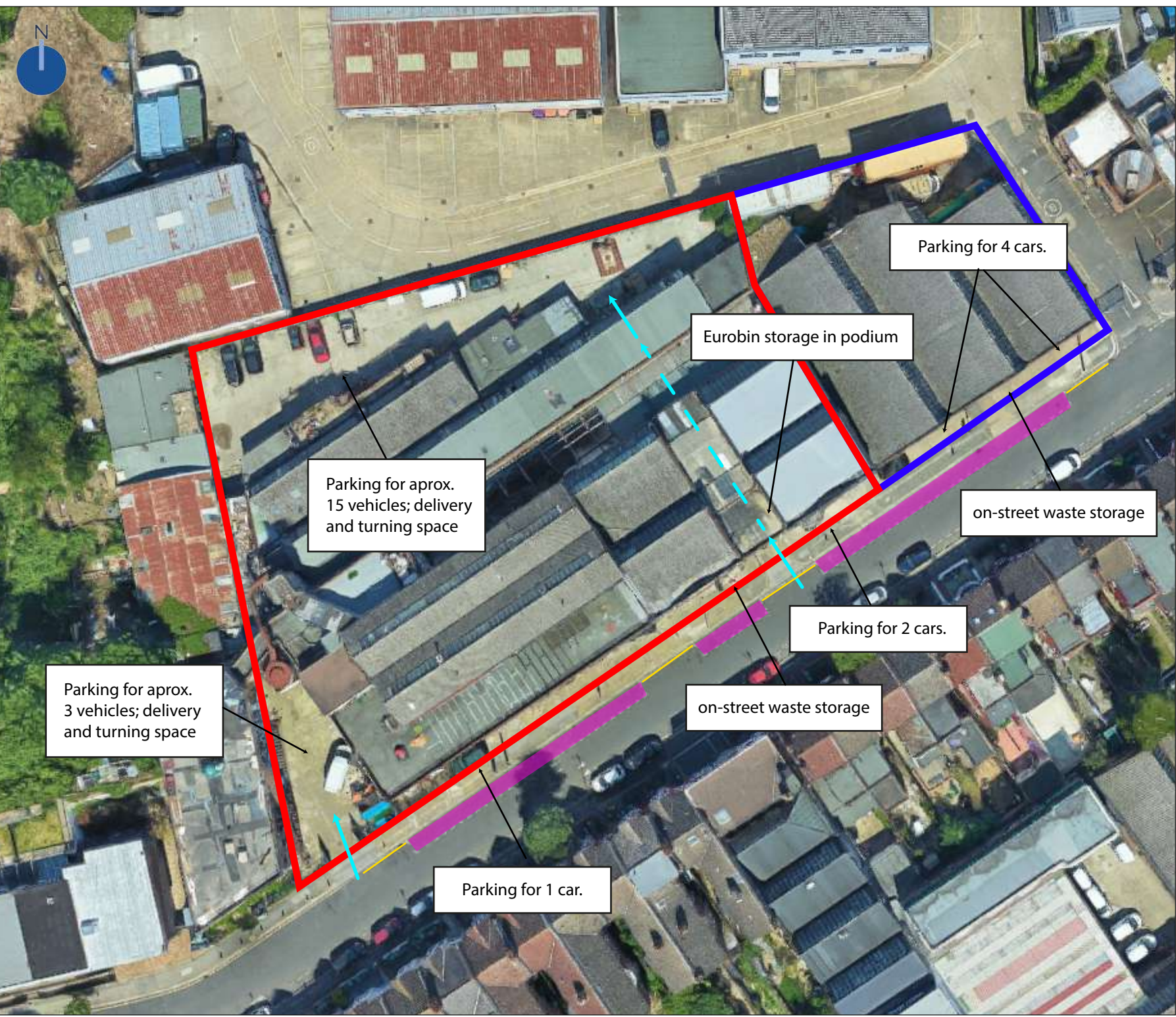
Use Class	Travel Plan Statement	Travel Plan Focus
A1 Food/Non-Food Retail	A1 Food/Non-Food Retail	Equal or more than 1000 sqm
A2 Financial Services	More than 20 Staff but less than 1000 sqm	Equal or more than 1000sqm
A3/A4/A5 Food/Drink	More than 20 staff but less than 750 sqm	Equal or more than 750 sqm
B1 Business	More than 20 staff but less than 2500 sqm	Equal or more than 2500 sqm
C3 Residential	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health centres)	Between 20 and 50 staff	Equal or more than 50 staff
D1 (school and Nurseries)	All school developments to have a travel plan	
D2 (Assembly and Leisure)	More than 20 staff but less than 1000 sqm	Equal or more than 1000sqm

A6 Haringey New Local Plan

The new Local Plan is an emerging document and at the time of writing only the ‘first steps’ formal consultation has been undertaken, which closed in February 2021. The policies of the new Local Plan therefore remain undetermined, but it is noted that the new Local Plan could encompass the following policy changes:

- Require all planning applications to include Electric Vehicle charging points where applicable;
- Support behavioural change by providing opportunities for electric car club development, establishing car clubs, and promoting car sharing, where appropriate;
- Review Haringey’s parking needs to assess whether lower maximum parking standards than the London Plan are warranted in some areas;
- Ensure car-free development is the starting point for all well-connected development proposals, with developments elsewhere to only include the minimum necessary parking.

It is also understood that in tandem with the New Local Plan, the Borough is in the process of producing a Walking & Cycling Action Plan and a Parking Action Plan.



The Site

Key

-  Omega Works A
-  Omega Works B
-  Mon-Fi 08:00-18:00
Pay by Phone.
Max stay 2 hrs.
-  Vehicle Access
-  Single Yellow Lining

APPENDIX B – PROPOSED LAYOUT



- AREA KEY:
- BEDROOM
 - CIRCULATION
 - COMMERCIAL
 - FACILITY MANAGEMENT
 - RESIDENTIAL
 - WAREHOUSE LIVE
 - WAREHOUSE WORK
 - WORKSHOP
 - ROOF GARDEN (RESI)
 - PRIVATE AMENITY SPACE
 - GREEN ROOF
 - GREEN ROOF/PV
 - BIKES
 - CAR PARKING
 - ROAD
 - SERVICES
 - WASTE

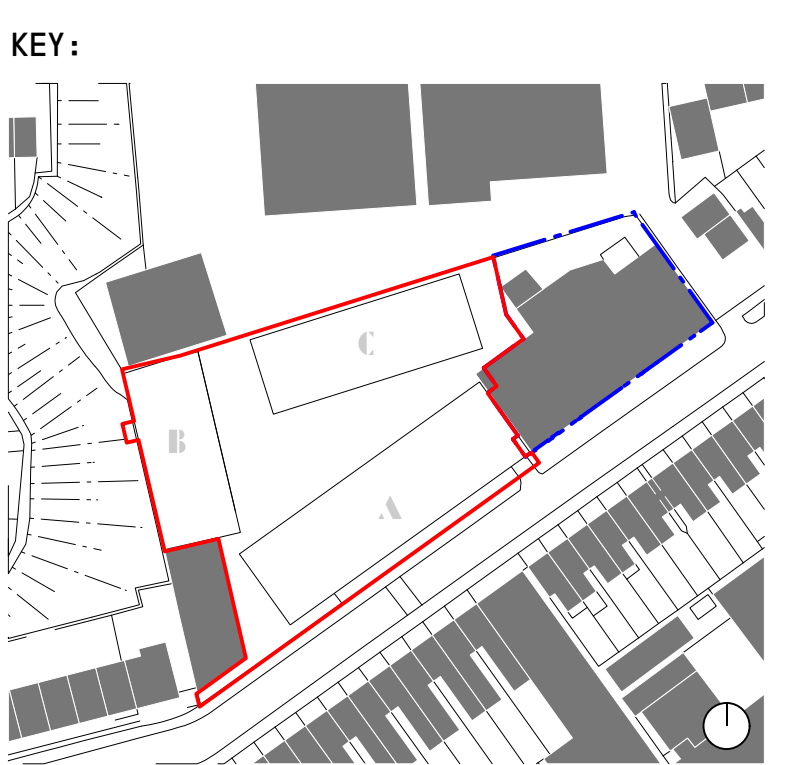
DRAWING STATUS:

PLANNING

REVISIONS:

NO.	DATE	DESCRIPTION	BY
PP6	08/04/22	DRAFT PLANNING SET FOR CONSULTANTS	MW
P1	03/08/22	PLANNING ISSUE	MW

- NOTES:
- SITE BOUNDARY
 - B BEDROOM (PRIVATE)
 - B(W) BEDROOM (WHEELCHAIR ADAPTABLE)
 - C COMMERCIAL UNIT
 - CC CONCERGE
 - EX EXISTING
 - F SANITARY FACILITIES/KITCHEN/STORAGE
 - L LIVE
 - R RESIDENTIAL UNITS
 - S INDIVIDUAL STUDIOS
 - W SHARED WORKSPACE
 - W/L SHARED WORK-LIVE SPACE
 - WS WORKSHOP SPACE
 - WH WAREHOUSE
- 0 2.5 5.0 7.5 10.0 M



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PROJECT:
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HARINGEY, LONDON N4 1NA**

DRAWING TITLE:
**PROPOSED
GROUND FLOOR PLAN**

DESIGN STAGE — 03
DRAWN — DC
CHECKED — JR
DATE — 19 JUL 2021
SCALE — 1:125@A1 / 1:250@A3

DRAWING NUMBER:
121_A_01_00

REVISION:
P1



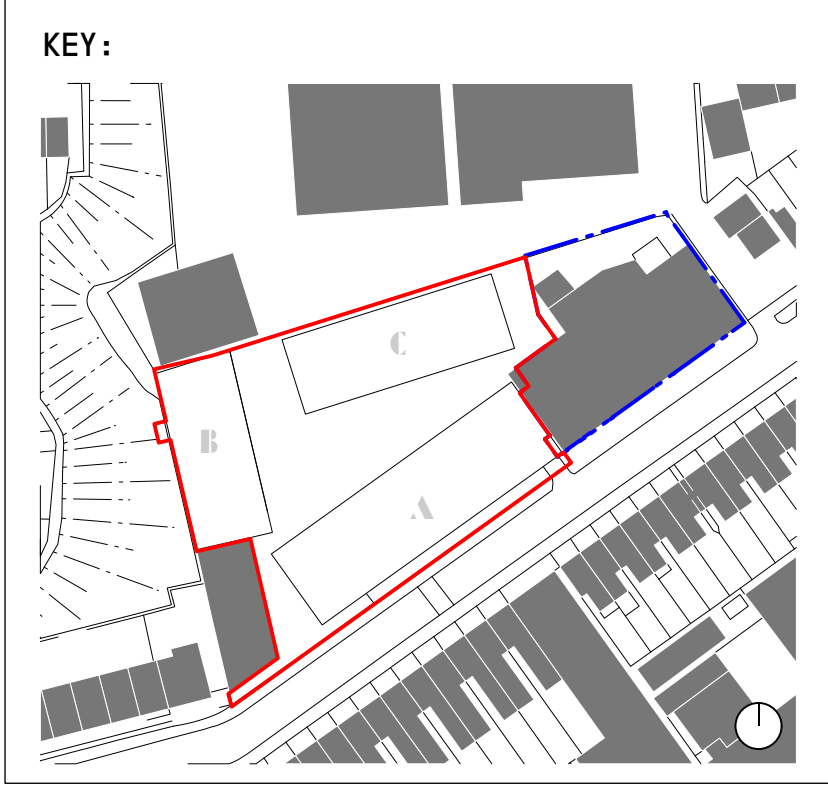
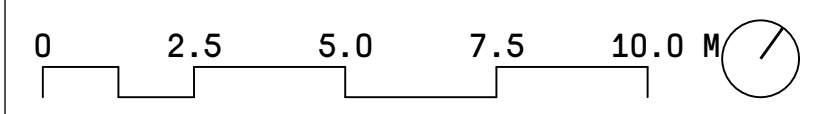
- AREA KEY:
- BEDROOM
 - CIRCULATION
 - COMMERCIAL
 - FACILITY MANAGEMENT
 - RESIDENTIAL
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 - S INDIVIDUAL STUDIOS
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 - W/L SHARED WORK-LIVE SPACE
 - WS WORKSHOP SPACE
 - WH WAREHOUSE



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FIRST FLOOR PLAN**

DESIGN STAGE	—	03
DRAWN	—	DC
CHECKED	—	JR
DATE	—	19 JUL 2021
SCALE	—	1:125@A1 / 1:250@A3

DRAWING NUMBER:
121_A_01_01

REVISION:
P1