

SEVEN SISTERS/EADE ROAD

DRAFT RESIDENTIAL TRAVEL PLAN

PROJECT NO. 22/161 DOC NO. D002

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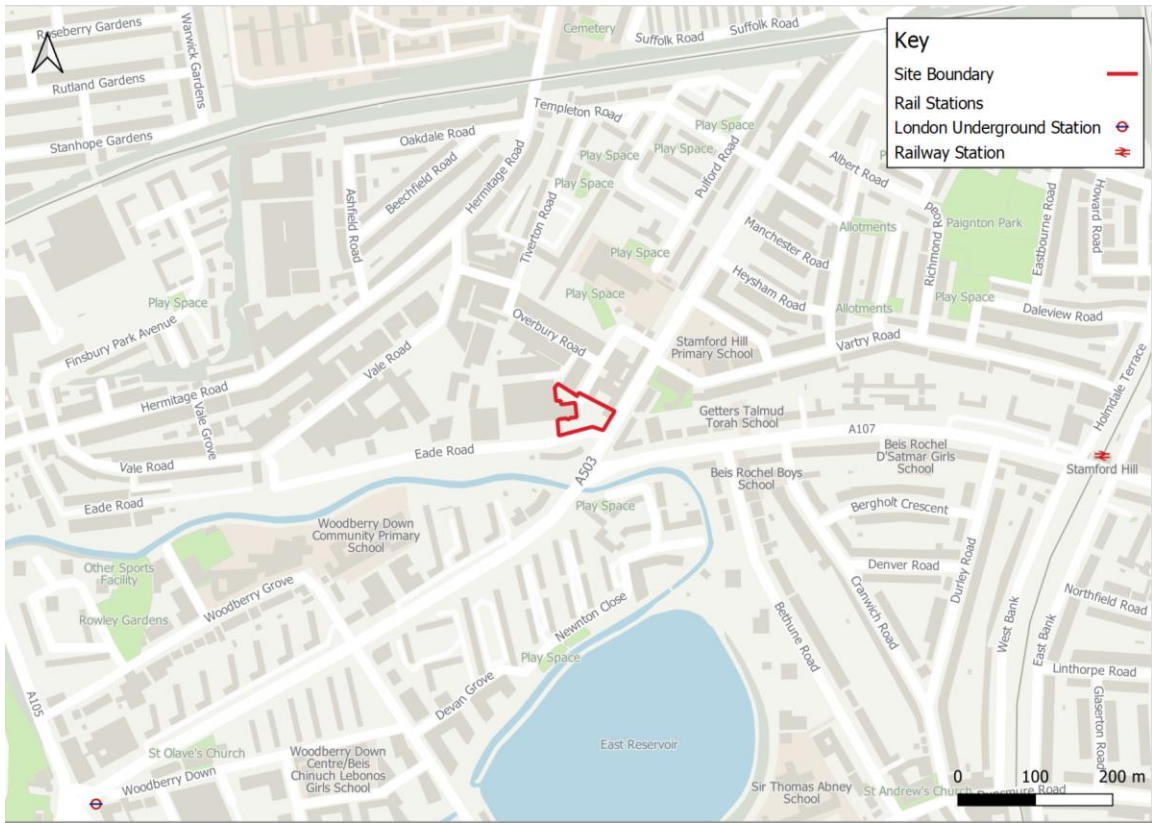
1.1

- ### 1.1.1

1.2

- ### 1.2.1

Figure 1-1: Site Location



1.3

- ### 1.3.1

⊙ Land within the client's ownership including:

1. A vacant plot on the corner of Eade Road and Seven Sisters Road
2. Associated land in front and behind Cara House
3. 2– 4 Tewkesbury Road
4. Substation

⊙ Land within the Council's ownership including:

5. Passageway from Seven Sisters Road to Tewkesbury Road into the Warehouse District
6. End of Tewkesbury Road

1.3.2 Cara House, which does not form part of the planning application, is currently occupied by a mixed-use warehouse living space with 70 residential rooms and associated workspace uses.

1.3.3 The land to the rear of the terraces fronting Seven Sisters Road (2 – 4 Tewkesbury Road) is used as garages and scrapyards.

1.3.4 The site on the corner of Eade Road and Seven Sisters Road is currently vacant.

1.4 PROPOSED DEVELOPMENT

1.4.1 The proposed development seeks to maximise the potential of the site and deliver warehouse living as part of a new build scheme.

1.4.2 The description of development is:

“Construction of two new buildings to provide new warehouse living accommodation (Sui Generis (warehouse living)), ground floor café/ workspace (Use Class E) and associated waste collection and cycle parking. Erection of 10 stacked shipping containers (two storeys) to provide workspace/ artist studios (Use Class E), toilet facilities and associated waste collection and cycle parking. Landscape and public realm enhancements including the widening of and works to an existing alleyway that connects Seven Sisters and Tewkesbury Road, works to Tewkesbury Road, the creation of rain gardens, greening, seating, signage and artworks and all other associated infrastructure works, including the removal of an existing and the construction of a new substation to service the new development.”

1.4.3 The proposals comprise the provision of 101 residential rooms, including both single- and double-bedroom units, providing a maximum occupancy of 133 persons. Associated workspace uses totalling 647.6sqm (GEA) are also to be provided at ground floor level fronting both Eade Road and Tewkesbury Road. It is highlighted that Cara House, an existing mixed-use warehouse living space, is excluded from this planning application.

1.4.4 The development quantum is summarised within **Table 1-1**.

Table 1-1: Proposed Accommodation Schedule

BLOCK	NO. OF UNITS PROPOSED
Block A	83
Block B	18
TOTAL	101

1.4.5 Units containing a range of bedrooms will be provided which will share a living-kitchen-dining-workspace area, with 11 rooms, i.e. 11%, being wheelchair accessible.



- 1.4.6 As part of the development proposals, the existing car park containing 10 spaces will be removed. This will provide a car-free development, with the exception of two Blue Badge parking spaces provided on-street.
- 1.4.7 The proposals will include two on-site servicing bays accessed via the existing access on Eade Road.
- 1.4.8 The proposed ground floor plan is shown in **Figure 1-2**.

Figure 1-2: Proposed Ground Floor Layout



- 1.4.9 In addition, the existing passageway between Seven Sisters Road and Tewkesbury Road will be significantly improved. With the existing staircase being 1.5m wide, the route will be widened to be a minimum width of 3m and will expand at either end into areas of active frontage. The design will provide increased security due to passive and active surveillance.

1.5 ACCESS

- 1.5.1 Pedestrian and cycle access to the site from Eade Road and Tewkesbury Road will be retained.
- 1.5.2 Vehicular access to the site is proposed to be retained from Eade Road, providing access for two servicing vehicles (up to 4.6t vans). A 3.9m height restrictor will be in place at the site access to ensure only suitably sized vehicles can access the site.

1.6 SERVICING

- 1.6.1 Two on-site loading bays are proposed to be provided within the site. This will enable deliveries to be undertaken in 4.6t vans or smaller within the site. Access and egress to the site is in forward gear.
- 1.6.2 For larger vehicles and refuse collection vehicles, it is proposed servicing is undertaken on-street on the yellow lines on Eade Road. For longer stays, vehicles can utilise the 'Pay and Display' bays which provide a maximum stay of 2 hours.

1.7 CYCLE PARKING

LONG-STAY CYCLE PARKING

- 1.7.1 Given the non-standard use of the site as a warehouse living space, the original approach to cycle parking was based on student accommodation as the closest appropriate comparable land use. In line with the London Plan, this required the provision of 0.75 long-stay cycle parking spaces per bedroom and 1 space per 40 rooms for short-stay cycle parking space. However, based on feedback received from Council officers, the provision of one cycle parking space per bedroom is considered more appropriate.
- 1.7.2 Based on the Council's request for one long-stay cycle parking space per room, based on the provision of 101 bedrooms, a total of 101 long-stay cycle parking spaces are required. Allowance has therefore been made for this, with some storage provided within the live-work units as discussed and agreed with the Council.
- 1.7.3 The proposals include a total of 101 long-stay spaces provided by:
- ⊙ 32 two-tiered stands = 64 spaces
 - ⊙ 5 Sheffield stands = 10 spaces
 - ⊙ 3 enlarged Sheffield stands = 6 spaces
 - ⊙ 21 long-stay spaces within the living space



- 1.7.4 Given the layout of the living space, bicycles will be able to be stored within these areas, including underneath staircases, against walls and below bed decks. Following consultation with existing residents of Cara House, it is understood that residents prefer to store their cycles in their living space, and this arrangement is therefore deemed appropriate.
- 1.7.5 Based on cycle spaces within the living space as well as formal cycle parking within the site's demise, one long-stay cycle parking space will be provided per bedroom.
- 1.7.6 It is also highlighted that, although outside the scope of the planning application, cycle parking for the existing 70 rooms within Cara House will be retained and improved.

SHORT STAY CYCLE PARKING

- 1.7.7 Short-stay cycle parking requirements have been assessed based on the standards for student accommodation and residential use, thus requiring:
- ⊙ 5 to 40 dwellings: 2 spaces
 - ⊙ Thereafter: 1 space per 40 bedrooms
- 1.7.8 Based on the requirements for both the two new warehouse living buildings as well as the existing Cara House, 6 short-stay cycle parking spaces are required.
- 1.7.9 As such, 3 Sheffield stands will be located in the public realm providing 6 short-stay cycle spaces. It is also highlighted that visitor cycles can be accommodated within the live-work units, providing additional short-stay cycle parking for visitors to the site.

COMMERCIAL CYCLE PARKING

- 1.7.10 As the exact nature of the units is currently not fixed, a robust assessment has been undertaken assuming a 50/50 split of the commercial floor space (total 647.6sqm) operating as Use Class E(a)/E(b). This equates to the following provision:

E(a)

- ⊙ 1 long-stay space per 250sqm: 2 spaces
- ⊙ 1 short-stay space per 60sqm: 6 spaces

E(b)

- ⊙ 1 long-stay space per 175sqm: 2 spaces
- ⊙ 1 short-stay space per 20sqm: 17 spaces

Total

- ⊙ Long-stay: 4 spaces
- ⊙ Short-stay: 23 spaces

- 1.7.11 In line with London Plan requirements, long-stay cycle parking provision for the commercial units will be provided within the commercial units, whilst short-stay cycle spaces will be provided in the form of 12 Sheffield stands within the public realm, equating to 24 short-stay spaces.

1.8 CAR PARKING

- 1.8.1 In line with the London Plan, the development is proposed to be car-free, with the exception of Blue Badge parking spaces. As such, all car parking on-site will be removed.



- 1.8.2 Given the non-standard use of the site as a warehouse living space and the commercial uses, Blue Badge parking has been provided in line with Policy T6.5 of the London Plan which requires access to at least one on- or off-street space. It is therefore proposed to provide two Blue Badge bays on Eade Road adjacent to the site by converting existing on-street bays.

1.9 CAR CLUB

- 1.9.1 A viability report has been obtained from Zipcar for the proposed development. Zipcar recommends installing one vehicle at the development. This could provide future residents who require a car/van as part of their occupation, the flexibility to use the vehicle when required without committing to the cost of owning one themselves.

1.10 OVERVIEW

- 1.10.1 Travel Plans assist with managing the travel demand and impacts of new developments. TfL defines a Travel Plan 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.”*
- 1.10.2 A Travel Plan 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 Travel Plan.
- 1.10.3 This Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.10.4 The implementation of pre-occupation measures included within the RTP will be the responsibility of the developer.
- 1.10.5 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation to implement the RTP. The TPC will be responsible for co-ordinating the operation and management of the RTP. The TPC will report periodically to the Council’s Travel Plan Officers.
- 1.10.6 This RTP has been produced in accordance with current Department for Transport (DfT) and TfL guidance.

1.11 DOCUMENT STRUCTURE

- 1.11.1 The remainder of this RTP is structured as follows:
- ⦿ **Section 2** – reviews relevant transport planning policy;
 - ⦿ **Section 3** – provides details of the baseline conditions and site accessibility;
 - ⦿ **Section 4** – summarises the RTP strategy;
 - ⦿ **Section 5** – provides details of the forecast travel behaviour;
 - ⦿ **Section 6** – provides details of the objectives and targets;
 - ⦿ **Section 7** – provides a description of the measures and initiatives; and
 - ⦿ **Section 8** – provides the action plan.



2 PLANNING POLICY

2.1.1 The national, regional 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 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 include:

- ⊙ National Planning Policy Framework (2021)
- ⊙ The Mayor's Transport Strategy (2018)
- ⊙ The London Plan (2021)
- ⊙ Haringey Local Plan (2019 – 2041)

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The National Planning Policy Framework (NPPF) was revised in 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.2.2 The NPPF promotes sustainable transport and notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 The proposed development supports the NPPF through:

- ⊙ Prioritising active and sustainable travel through the provision of cycle parking and upgrading the existing passageway between Seven Sisters Road and Tewkesbury Road.
- ⊙ Providing a car-free development, with the exception of Blue Badge parking.
- ⊙ The provision of Blue Badge parking and delivery and servicing bays minimises potential conflict with pedestrians and cyclists on-site.
- ⊙ Ensuring the efficient delivery of goods at the site can be undertaken given the on-site and on-street servicing arrangements proposed.
- ⊙ The provision of a TA and RTP to support the planning application, demonstrating compliance with Paragraph 111.

2.3 LONDON PLAN (2021)

2.3.1 The London Plan was published in March 2021. It is part of London's statutory development plan and aims to ensure that transport in London is easy, safe and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Many points in the London Plan support the principle of connectivity in London. For instance, in Chapter 1: Planning London's Future – Good Growth, under the heading 'Building strong and inclusive communities', Paragraph 1.1.4 states:



“Delivering good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, a range of workspaces in accessible locations, built forms that work with local heritage and identity, and social, physical and environmental infrastructure that meets London’s diverse needs is essential if London is to maintain and develop strong and inclusive communities.”

- 2.3.3 Policy T1 notes that development proposals should target 95% of all trips in Central London, 90% in Inner London and 75% in Outer London to be made by foot, cycle or public transport by 2041. It states that:

“All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport network and supporting infrastructure are mitigated.”

2.4 MAYOR’S TRANSPORT STRATEGY (MARCH 2018)

- 2.4.1 The Mayor’s Transport Strategy (MTS) sets out the Mayor’s policies and proposals to reshape transport in London over the next 25 years.

- 2.4.2 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.

- 2.4.3 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 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.

2.5 HARINGEY’S LOCAL PLAN

- 2.5.1 Haringey’s Local Plan is comprised of a suite of documents including the Strategic Policies DPD and Development Management DPD.

- 2.5.2 Haringey’s Local Plan: Strategic Policies was adopted by the council in 2013, with subsequent alterations adopted on the 24 July 2017. The purpose of the document is to set out the long-term vision of how Haringey should develop by 2026 and sets out the council’s strategy for achieving that vision including high-level strategic policies used in determining planning applications.

- 2.5.3 Policy SP7 (Transport) states the Council will work to:



- ⦿ Minimise congestion and address the environmental impacts of travel;
- ⦿ Promote the use of public transport, walking and cycling;
- ⦿ Promote road safety and pedestrian movement;
- ⦿ Promote car sharing;
- ⦿ Locate development in locations with good access to public transport;
- ⦿ Support car-free housing where feasible;
- ⦿ Support measures to influence behavioural change;
- ⦿ Require the submission of a Transport Assessment and Travel Plan in line with TfL guidance.

2.5.4 The Development Management DPD sets out planning policies to help determine which developments are granted planning permission in Haringey.

2.5.5 Policy DM31 (Sustainable Transport) states the Council will require development to be located in areas accessible by public transport with car parking minimised. In addition, the Council will require the submission of a Transport Assessment and Travel Plan in accordance with TfL guidance.

2.5.6 Policy DM32 (Parking) states developments will be assessed against the car and cycle parking standards set out within the London Plan. The Council will support car-free development where appropriate and encourage the provision of car club bays.

2.6 POLICY SUMMARY

2.6.1 In line with TfL thresholds, this RTP has been prepared in support of the planning application to encourage sustainable travel, minimise the number of trips made by single occupancy vehicle and instead maximise opportunities to travel by active modes.



3 BASELINE CONDITIONS

3.1 INTRODUCTION

- 3.1.1 This section sets out the transport conditions in the vicinity of the proposed development. It considers the site itself and its immediate surroundings.

3.2 WALKING

- 3.2.1 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within one mile/1.6km). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting 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 Two pedestrian accesses are provided to the site; one from Eade Road to the south of the site and the second located to the north-east of Cara House from Tewkesbury Road.

- 3.2.3 **Figure 3-1** illustrates the existing pedestrian access arrangements.

Figure 3-1: Existing Pedestrian Access Arrangements



- 3.2.4 The local street network has an established network of footways typical of an urban environment, providing access to the site, nearby amenities, local bus stops and train stations. All roads surrounding the site are provided with footways on both sides, including Eade Road, Tewkesbury Road and Seven Sisters Road.

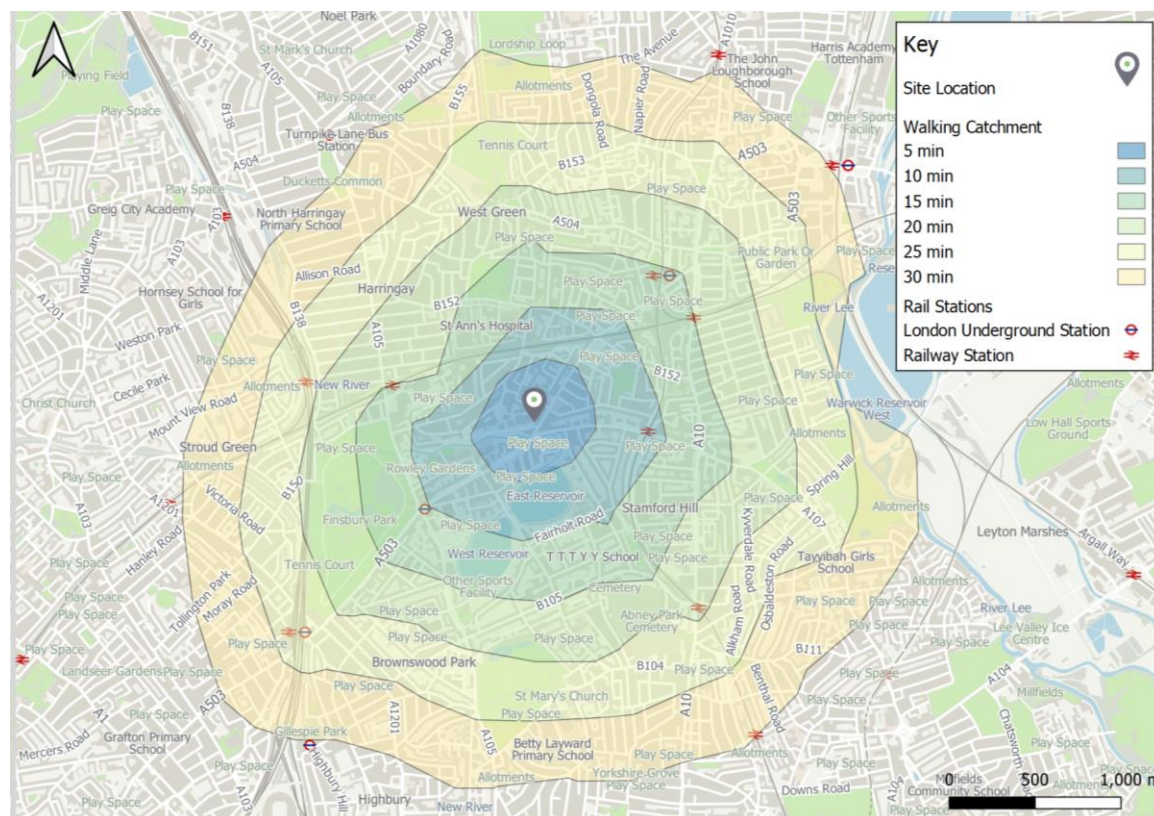
- 3.2.5 Dropped kerbs and tactile paving are provided across Eade Road at the junction with Seven Sisters Road as well as a central refuge island to increase ease of crossing for those with reduced mobility. In addition, a signalised pedestrian crossing is provided across Seven Sisters Road approximately 30m to the south of Eade Road.
- 3.2.6 An existing alleyway runs to the north of the site connecting Seven Sisters Road to Tewkesbury Road. Due to the level difference along the route, stairs are provided at the eastern end, reducing the accessibility of the route for those with mobility impairments. The route is generally not overlooked reducing feelings of safety for users.

Figure 3-2: Existing Alleyway Connecting Seven Sisters Road to Tewkesbury Road



- 3.2.7 **Figure 3-3** shows the 30-minute walking catchment from the site in 5-minute intervals.

Figure 3-3: 30 Minute Walking Catchment



3.2.8 As seen in **Figure 3-3**, the site is within a 10-minute walk of Stamford Hill Station and a 15-minute walk of Manor House, Seven Sisters, South Tottenham, Stoke Newington and Harringay Green Lanes Stations.

3.2.9 A range of amenities are also located within a 30-minute walk of the site including supermarkets, pharmacies and green spaces.

3.3 CYCLING

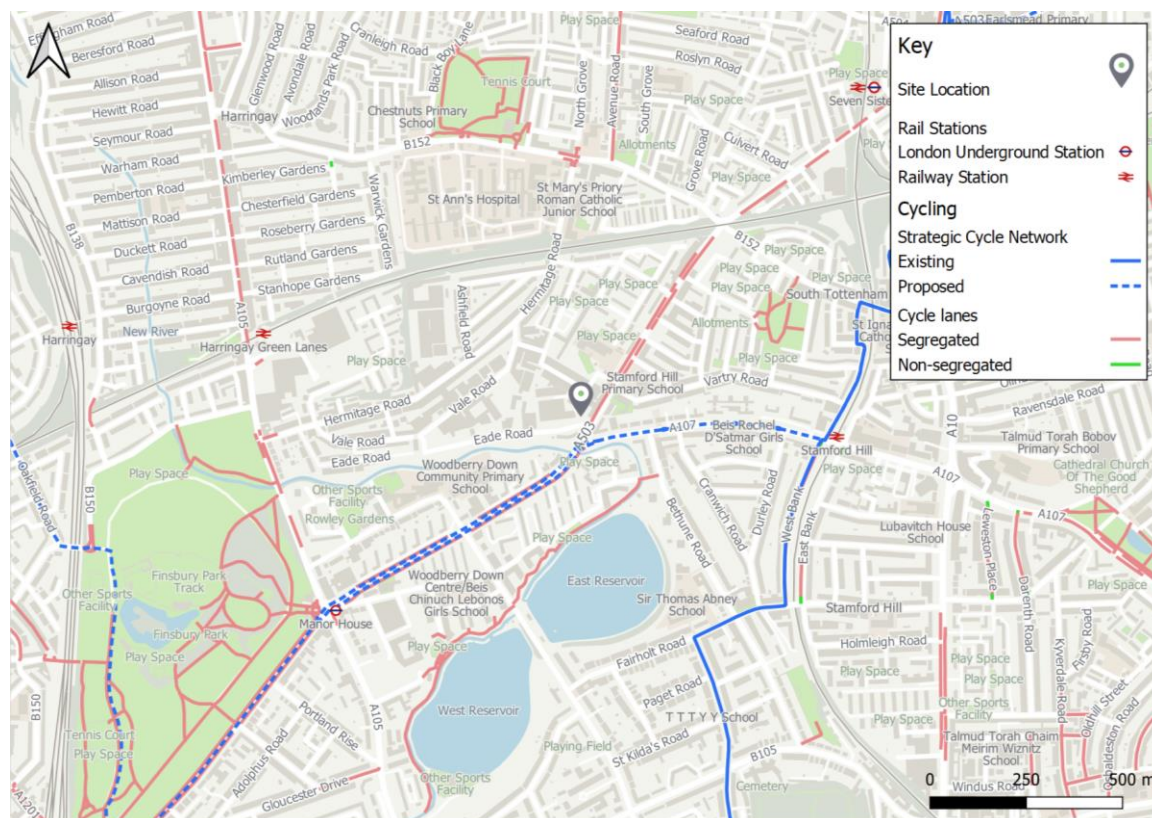
3.3.1 Cycling has the potential to substitute for short car trips, particularly those less than 5km in length, however many people will cycle longer distances.

3.3.2 Cycleway 1 (C1) runs in a north-south direction and locally runs along Holmdale Terrace an approximate two-minute cycle east of the site. The route runs between Tottenham and Farringdon.

3.3.3 The existing cycle network near the site is shown in **Figure 3-4**.



Figure 3-4: Local Cycle Routes



- 3.3.4 Seven Sisters Road features a shared bus/cycle/motorcycle/taxi lane which is in operation Monday to Saturday 07:00 – 19:00.
- 3.3.5 South of the site along Seven Sisters Road, a new dedicated cycle route is proposed. This route would run in a general south-west to north-east direction joining with C1 by Stamford Hill Station.
- 3.3.6 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity. TIM mapping for the site by bicycle during the AM peak is presented within **Figure 3-5**. Most of Inner London is within a 30–45-minute cycle.



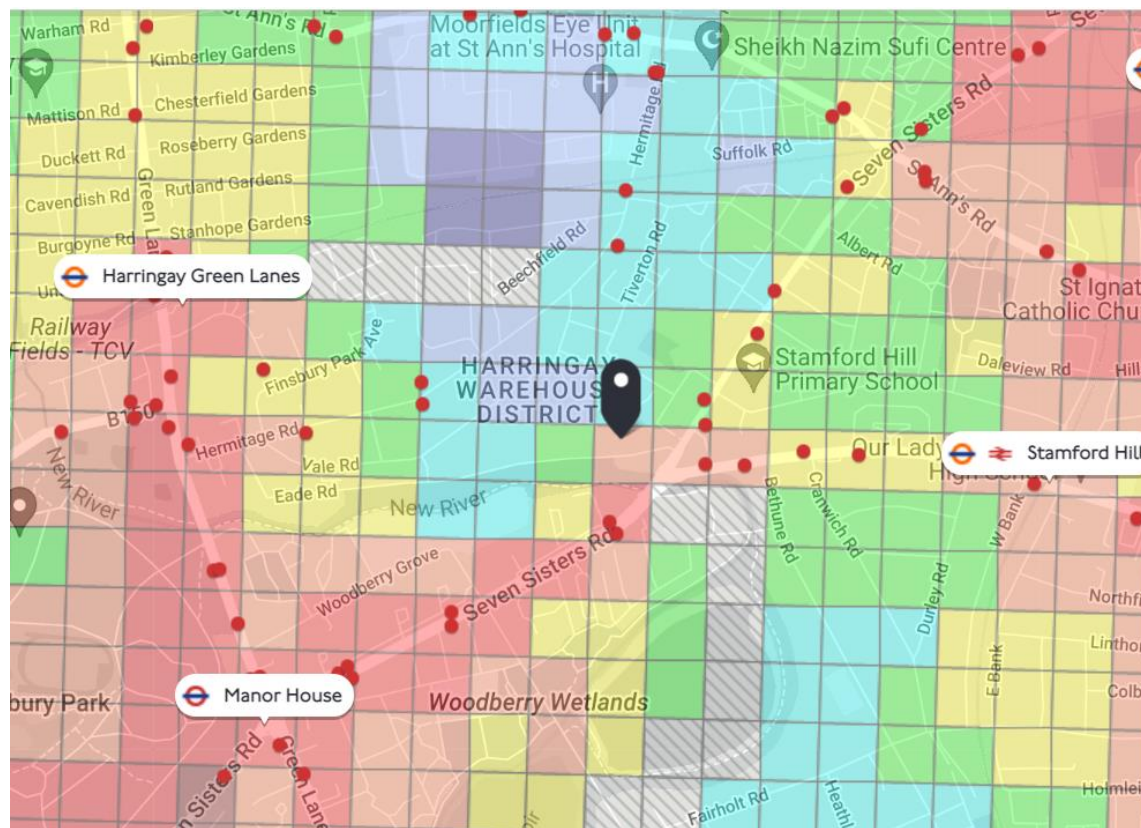
Figure 3-5: Cycle Accessibility (TIM Mapping)



3.4 PUBLIC TRANSPORT ACCESS LEVEL

- 3.4.1 PTAL 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) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 3.4.2 TfL's online WebCAT tool shows the site has an AI of 21.62 indicating a PTAL of 5 ('very good'). The WebCAT PTAL output is provided in **Figure 3-6**.

Figure 3-6: PTAL Map



3.5 BUS NETWORK

- 3.5.1 There are numerous bus stops in proximity to the site, the nearest of which is 'Vartry Road' located on Seven Sisters Road situated less than a two-minute walk to the north-east of the site. These stops are served by routes 259 and 279 providing access to destinations including Kings Cross, Waltham Cross and Lower Edmonton.
- 3.5.2 Additional bus stops are located on Amhurst Road ('Bethune Road') an approximate two-minute walk south-east of the site. These stops provide access to services 253 and 254 to destinations including Hackney, Finsbury Park and Euston.
- 3.5.3 The location of the local bus stops and routes is shown in **Figure 3-7**, whilst **Table 3-1** provides a summary of the local bus routes and their frequencies.

Figure 3-7: Local Bus Stops and Routes

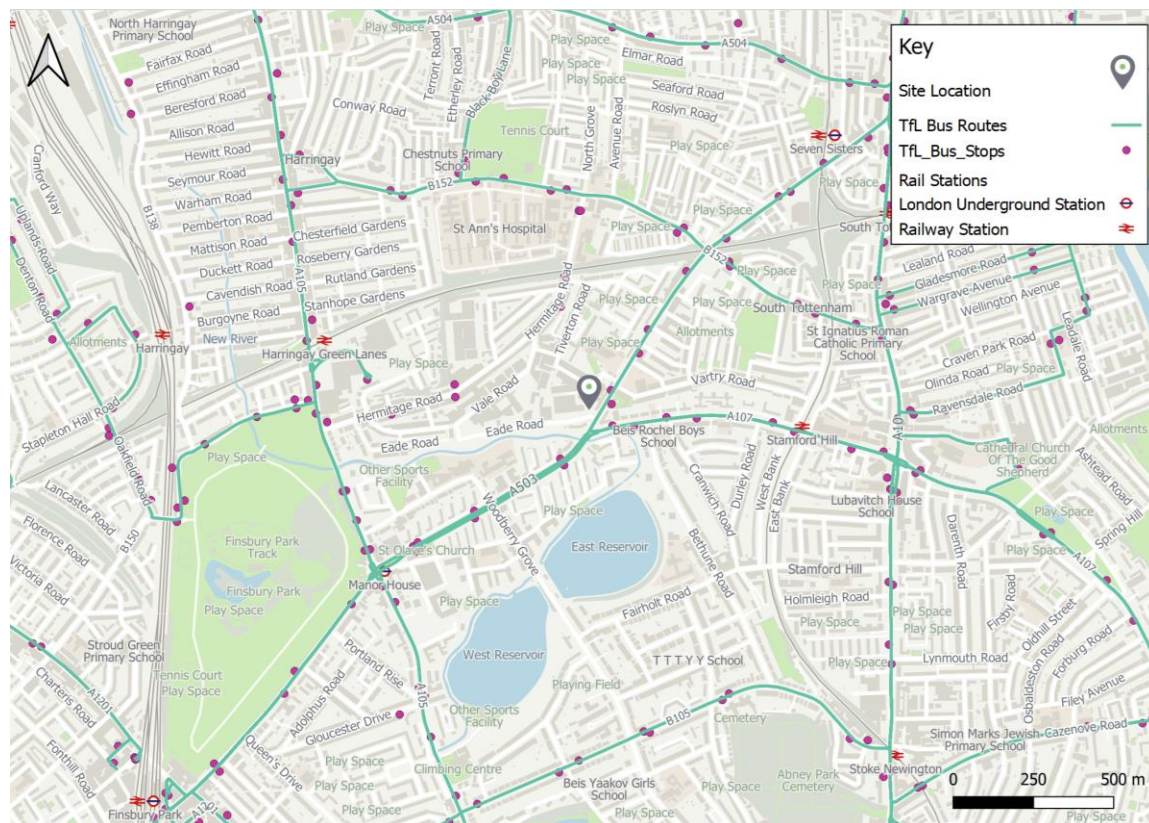


Table 3-1: Local Bus Stops and Routes

BUS STOP(S)	SERVICE NO.	ROUTE	PEAK HOUR FREQUENCY	
			AM PEAK	PM PEAK
Vartry Road	259	Edmonton Green Bus Station – White Hart Lane – Finsbury Park – Caledonian Road – King’s Cross	Every 8 – 12 minutes	
	279	Waltham Cross Bus Station – Turkey Street Station – Edmonton Green Bus Station – White Hart Lane – Tottenham Town Hall – Manor House Station	Every 5 – 9 minutes	
Bethune Road	253	Hackney Central Station – Clapton Station – Stamford Hill Station – Manor House Station – Finsbury Park – Camden – Mornington Crescent – Euston	Every 7 – 10 minutes	
	254	Aldgate - Bethnal Green – Cambridge Heath Station – Hackney Central Station – Clapton Station – Stamford Hill Station – Manor House Station – Finsbury Park – Caledonian Road	Every 6 – 10 minutes	

3.6 UNDERGROUND SERVICES

3.6.1 Manor House Station is located an approximate 10-minute walk south-west of the site. The station is served by the Piccadilly line to destinations including Heathrow Airport, Leicester Square and Kings Cross.

3.6.2 **Table 3-2** summarises the underground services available from Manor House Station.

Table 3-2: Manor House Underground Services

SERVICE	DESTINATION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM	PM
Piccadilly	Uxbridge	7	6
	Heathrow Terminals	6	6
	Cockfosters	18	18
Total		31	30

3.6.3 As seen in **Table 3-2**, Manor House Station provides access to approximately 30 underground services during the AM and PM peak hours.

3.7 OVERGROUND SERVICES

3.7.1 Stamford Hill Station is located an approximate 10-minute walk east of the site, whilst Harringay Green Lanes Station is located approximately 15-minutes’ walk north-west of the site. Both stations are served by London Overground services, with frequencies summarised in **Table 3-3**.

Table 3-3: Overground Service Summary

STATION	DESTINATION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM PEAK	PM PEAK
Stamford Hill	Liverpool Street	6	6
	Enfield Town	4	4
	Cheshunt	5	5
Harringay Green Lanes	Barking	4	4
	Gospel Oak	4	4



- 3.7.2 Stamford Hill Station provides access to 15 overground services in both the AM and PM peak, whilst Harringay Green Lanes Station provides access to 8 services during the peak hours.

3.8 SUSTAINABLE TRANSPORT SUMMARY

- 3.8.1 A network of footways and cycleways surround the site providing access to nearby amenities and public transport services. In addition, frequent bus, overground and underground services to destinations including Kings Cross, Liverpool Street and Hackney provide people with the genuine option to travel to/from the site using sustainable travel.

3.9 HIGHWAY NETWORK

- 3.9.1 Eade Road provides primary access to the site for vehicles and pedestrians. The road runs on an east-west alignment and forms a priority junction with Seven Sisters Road at its eastern end and Hermitage Road at its western end. The road operates at a speed limit of 20mph, with traffic calming in the form of speed humps along the length of the road.
- 3.9.2 Tewkesbury Road provides a secondary access to the site from the north. The road is two-way, although is restricted in width due to the presence of parking on both sides of the road and operates at 20mph.
- 3.9.3 Seven Sisters Road (A503) forms part of the TLRN and is therefore managed by TfL. In proximity to the site, the road operates at a speed limit of 30mph with a lane for standard traffic in each direction as well as a shared bus/cycle/motorcycle/taxi lane in each direction which is in operation Monday to Saturday 07:00 – 19:00.

3.10 PARKING AND LOADING RESTRICTIONS

- 3.10.1 Eade Road falls within CPZ 'Green Lanes B' which is in operation 08:00 – 18:30 Monday to Friday. Adjacent to the site, CPZ parking bays are located on the southern side of the road. The location of the site within the CPZ is shown in **Figure 3-8**.



Figure 3-8: CPZ Green Lanes B



3.10.2 Within LBH, resident Blue Badges are issued as virtual permits and there is therefore no need to display anything in the vehicle. Instead, the Council holds the vehicle registration number linked to the permit and is therefore able to check if a vehicle is allowed to park where it is. The Blue Badge permit is valid borough-wide without a time limit in the following zones:

- ⦿ Resident bays within a CPZ
- ⦿ Shared use bays – residential/pay by phone
- ⦿ Shared use bays – permit holder/pay by phone
- ⦿ Permit holder bays
- ⦿ Disabled bays (except dedicated disabled bays)
- ⦿ Pay by phone-only bays

3.10.3 The permit is not valid for use:

- ⦿ On single and double yellow lines – if users want to park in these locations, the Blue Badge and time clock must be displayed and a maximum parking time of 3 hours is permitted
- ⦿ In a dedicated Blue Badge bay
- ⦿ In a private car park
- ⦿ Where loading restrictions are in place

3.10.4 As such, Blue Badge holders would be permitted to park within the existing CPZ bays on Eade Road.

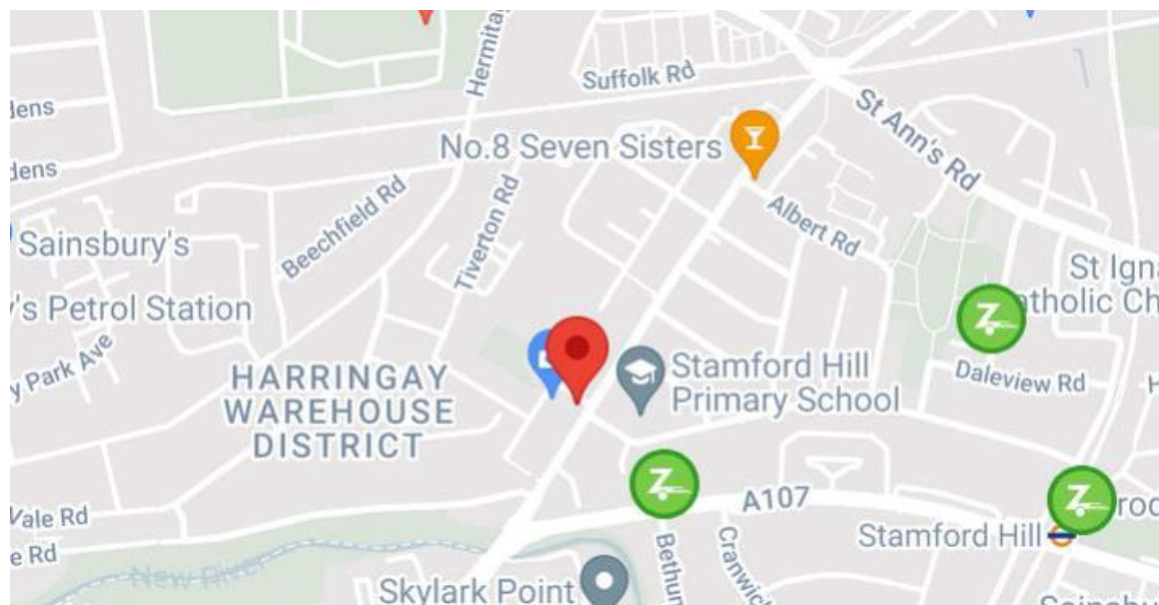


- 3.10.5 Seven Sisters Road is a 'red route', with no stopping permitted Monday to Saturday between 07:00 – 19:00. Stopped is permitted in highlighted bays between 07:00 – 13:00 for a maximum of 20 minutes (no return within 40 minutes), such as in those approximately 30m north of the junction with Eade Road.

3.11 CAR CLUBS

- 3.11.1 **Figure 3-9** shows the Zipcar (car club) vehicles available within the vicinity of the site and demonstrates there to be a number of existing vehicles available nearby.

Figure 3-9: Car Club Availability



4 TRAVEL PLAN STRATEGY

4.1 MANAGEMENT

- 4.1.1 A part-time TPC will be appointed to take responsibility for the management of the RTP and for ensuring its delivery. The TPC role for the site will be fulfilled by an appointed consultant or the Estate Management Company. It will be the responsibility of the developer to ensure that a TPC is appointed prior to first occupation of the site.
- 4.1.2 The roles and responsibilities of the TPC include:
- ⦿ Ensuring the structures for the ongoing management of the RTP are set up and running effectively;
 - ⦿ Liaising with public transport operators and other service providers;
 - ⦿ Overseeing the monitoring and reporting of the RTP, including liaising with the Council where appropriate; and
 - ⦿ Administration of the RTP, including the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are ongoing throughout the duration of the RTP.
- 4.1.3 The TPC's role will involve:
- ⦿ Giving a 'human face' to the RTP, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to residents and visitors;
 - ⦿ On-site co-ordination of data collection;
 - ⦿ Helping establish and promoting the individual measures of the RTP; and
 - ⦿ Implementing any additional measures.

4.2 MARKETING

- 4.2.1 It is recognised that a marketing and communication strategy is key to the success of the RTP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the RTP. The strategy will also help to disseminate travel information and information regarding the facilities provided.
- 4.2.2 Future residents will receive information regarding the RTP at the earliest possible stage. Ideally, future residents will be informed of the RTP at the point of sale or when rental agreements are signed.
- 4.2.3 Residents will also receive information within a Welcome Pack that they will receive at the start of their occupation of their units. It is recognised that it is easier to influence travel behaviour early on before unsustainable travel habits become established. The Welcome Packs will contain the following information:
- ⦿ A summarised version of the RTP that sets out the purpose and benefits of the plan;
 - ⦿ Timetables and route maps for public transport;
 - ⦿ A description of distance, time and routes for travelling from the site to key local destinations on foot, bicycle and public transport;



- ⦿ Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
- ⦿ Cycling and walking maps for the local area; and
- ⦿ Details of any site-specific measures implemented over time such as Dr Bike sessions.

- 4.2.4 The information would be prepared prior to initial occupation of the room and will be updated on an annual basis.
- 4.2.5 The TPC will use mail drops to individual rooms to help inform residents of the RTP measures. The TPC will also seek to attend resident meetings to gain information and promote RTP measures with the residents.
- 4.2.6 Travel information points will be installed at key access or communal points within the site which will detail cycling and walking routes as well as provide bus/rail timetables.

4.3 SECURING AND FUNDING

- 4.3.1 The RTP will be secured by a planning condition or through the S106 legal agreement.
- 4.3.2 Funding for the implementation of the RTP is to be secured by the developer. The costs will relate to the implementation of measures outlined within the RTP and also for any surveys and monitoring.

4.4 MONITORING

- 4.4.1 It is not expected that significant monitoring will be required at the development considering the scheme is 'car-free' and its design and on-site infrastructure will encourage and embed sustainable travel patterns.



5 FORECAST TRAVEL BEHAVIOUR

5.1 FORECAST TRAVEL DEMAND

5.1.1 With reference to the TA, the residential travel demand has been forecasted using the surveys undertaken at the existing site on Wednesday 27th and Thursday 28th April 2022.

5.1.2 The anticipated trips by each mode within the peak periods is shown within **Table 5-1**.

Table 5-1: Proposed Trip Generation (171 Rooms)

	CAR	LGV	M/C	UNDERG ROUND	TRAIN	BUS	PEDESTRI AN	CYCLE	TOTAL
AM PEAK TRIPS									
Arrivals	0	0	0	2	0	1	0	0	4
Departures	2	0	0	6	1	4	1	3	17
Two-Way	2	0	0	7	2	6	1	3	21
PM PEAK TRIPS									
Arrivals	2	0	0	8	2	6	1	7	26
Departures	0	0	0	6	1	5	1	1	15
Two-Way	2	0	0	14	3	11	3	8	41
DAILY TRIPS									
Arrivals	2	0	0	67	15	52	13	14	164
Departures	2	0	0	89	21	69	17	14	211
Two-Way	4	0	0	157	36	121	30	28	375

Note: Discrepancies due to rounding

5.1.3 Given the car-free nature of the scheme, over 95% of trips are expected to be undertaken by sustainable modes, i.e. public transport, walking or cycling.

5.2 MONITORING

5.2.1 It is not expected that significant monitoring will be required at the development considering the scheme is 'car-free' and its design and on-site infrastructure will encourage and embed sustainable travel patterns.



6 OBJECTIVES AND TARGETS

6.1 INTRODUCTION

6.1.1 This section sets out the overarching objectives for the RTP, as well as targets for the short- and medium-term. It includes indicators through which progress towards meeting the targets will be measured.

6.1.2 Information on monitoring and review of the RTP can be found in **Section 7**.

- ⦿ **Objectives** are the high-level aims of the RTP. They help to give the RTP direction and provide a clear focus.
- ⦿ **Targets** are the measurable goals by which progress will be assessed. The RTP sets out targets which the development will seek to reach within the period covered by this RTP. In addition, interim targets have been set.

6.2 OBJECTIVES

6.2.1 TfL's guidance document Travel Plan Guidance (November 2013) identifies that the objectives and targets set out in the RTP should be initially based on trip rates and modal splits agreed in the TA.

6.2.2 The objectives are:

- ⦿ To raise residents' awareness of sustainable modes of travel available at the development;
- ⦿ To raise residents' awareness of the health and fitness benefits of walking and cycling for short journeys; and
- ⦿ To facilitate and encourage travel by sustainable modes.

6.3 TARGETS

6.3.1 Targets are tailored to deliver the objectives of the RTP and must be Specific, Measurable, Achievable, Realistic and Time-Related (SMART).

6.3.2 Two types of targets are considered. 'Action' targets are physical actions that can be achieved by a set date, for example appointing a TPC. 'Aim' targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both Action and Aim targets.

6.4 ACTION TARGETS

6.4.1 The following action targets are proposed:

- ⦿ Raise residents' awareness of sustainable travel opportunities and their benefits at first occupation including:
 - ⦿ How to contact the TPC;
 - ⦿ The bus services which are available;
 - ⦿ The underground/overground/rail services which are available;



- ④ The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot; and
- ④ The cycle parking provided for residents within the building and the health benefits of cycling.

6.4.2 Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures which will be reported to the Council. This target links directly to all three objectives of the RTP.

6.5 AIM TARGETS

6.5.1 Through the implementation of the proposed development, it is expected to achieve the aim set out within the MTS for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041 from initial occupation. Indeed, the forecast travel demand would exceed this, and the following Aim target is proposed:

“For 95% of all trips to be made on foot, by cycle or using public transport.”



7 MEASURES AND INITIATIVES

7.1 INTRODUCTION

7.1.1 This section outlines the measures which will be implemented on site in order to achieve the objectives. These measures form the core of the RTP. The measures have been grouped into three types:

- ⊙ 'Hard' engineering measures incorporated into the design;
- ⊙ 'Key services and facilities'; and
- ⊙ 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.

7.2 APPOINTMENT OF THE TRAVEL PLAN COORDINATOR

7.2.1 A TPC will be appointed prior to first occupation and be responsible for managing and implementing the RTP. It is anticipated that the role will be fulfilled by a member of the Estate Management Company or an appointed consultant. Their role will focus on:

- ⊙ Day-to-day liaison with all stakeholders as necessary – giving a human face to the RTP.
- ⊙ Implementation of the RTP measures.
- ⊙ Managing travel information including distribution of a Welcome Pack to new residents.
- ⊙ Promoting non-car travel through the RTP measures.
- ⊙ Reporting progress to any stakeholders, including the Council.
- ⊙ Managing and monitoring the progress of the RTP target.

7.3 HARD MEASURES

7.3.1 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.

CYCLE PARKING PROVISION

7.3.2 The proposals include a total of 101 long-stay spaces provided by:

- ⊙ 32 two-tiered stands = 64 spaces
- ⊙ 5 Sheffield stands = 10 spaces
- ⊙ 3 enlarged Sheffield stands = 6 spaces
- ⊙ 21 long-stay spaces within the living space



- 7.3.3 Given the layout of the living space, bicycles will be able to be stored within these areas, including underneath staircases, against walls and below bed decks.
- 7.3.4 It is also highlighted that, although outside the scope of the planning application, cycle parking for the existing 70 rooms within Cara House will be retained and improved.
- 7.3.5 A total of 3 Sheffield stands will be located in the public realm providing 6 short-stay cycle spaces. It is also highlighted that visitor cycles can be accommodated within the live-work units, providing additional short-stay cycle parking for visitors to the site.

COMMERCIAL CYCLE PARKING

- 7.3.6 As the exact nature of the units is currently not fixed, a robust assessment has been undertaken assuming a 50/50 split of the commercial floor space (total 647.6sqm) operating as Use Class E(a)/E(b).
- 7.3.7 In line with London Plan requirements, long-stay cycle parking provision for the commercial units will be provided within the commercial units, whilst short-stay cycle spaces will be provided in the form of 12 Sheffield stands within the public realm, equating to 24 short-stay spaces.

SITE LAYOUT AND PERMEABILITY

- 7.3.8 New landscaped public realm is proposed within the site boundaries and providing access to the buildings and cycle stores.
- 7.3.9 The pedestrian environment will be of high quality with the provision of attractive private spaces; well-maintained and legible routes; lighting; and the use of quality materials. Pedestrians will feel safe and secure within the site and providing natural surveillance.

PUBLIC REALM

- 7.3.10 The proposed enhancement to the existing passageway between Seven Sisters Road and Tewkesbury Road contributes a significant portion of land under private ownership to become publicly accessible. The minimum width of the route will be 3m and will expand at either end into areas of active frontage. The design will provide increased security due to passive and active surveillance.
- 7.3.11 The new route will improve the site's permeability with the local area.

BLUE BADGE PARKING

- 7.3.12 Given the non-standard use of the site as a warehouse living space and the commercial uses, Blue Badge parking has been provided in line with Policy T6.5 of the London Plan which requires access to at least one on- or off-street space. It is therefore proposed to provide two Blue Badge bays on Eade Road adjacent to the site by converting existing on-street bays.
- 7.3.13 Within LBH, resident Blue Badges are issued as virtual permits and there is therefore no need to display anything in the vehicle. Instead, the Council holds the vehicle registration number linked to the permit and is therefore able to check if a vehicle is allowed to park where it is. The Blue Badge permit is valid borough-wide without a time limit in the following zones:

- ⊕ Resident bays within a CPZ
- ⊕ Shared use bays – residential/pay by phone
- ⊕ Shared use bays – permit holder/pay by phone



- ⦿ Permit holder bays
- ⦿ Disabled bays (except dedicated disabled bays)
- ⦿ Pay by phone-only bays

7.3.14 The permit is not valid for use:

- ⦿ On single and double yellow lines – if users want to park in these locations, the Blue Badge and time clock must be displayed and a maximum parking time of 3 hours is permitted
- ⦿ In a dedicated Blue Badge bay
- ⦿ In a private car park
- ⦿ Where loading restrictions are in place

7.3.15 As such, Blue Badge holders would be permitted to park within the existing CPZ bays on Eade Road.

CAR-FREE DEVELOPMENT

7.3.16 In line with the London Plan, the development is proposed to be car-free, with the exception of Blue Badge parking spaces. As such, all car parking on-site will be removed.

7.4 SOFT MEASURES

7.4.1 The location of the site, its design and proximity to public transport services within the surrounding area will create all the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the RTP. Details of the communication strategy for the site are set out below.

WELCOME PACK

7.4.2 Residents of new dwellings will be provided with a Welcome Pack upon first occupation. The key role of the Welcome Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:

- ➔ **Promotion of local sustainable travel networks**, including:
 - ⦿ The bus services which are available;
 - ⦿ The rail/overground/underground services which are available; and
 - ⦿ The local cycle routes which are available.
- ➔ Links to relevant **public transport travel information websites** (such as the TfL journey planner [Plan a journey - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/journeys)) will be provided.
- ➔ **Promotion of local amenities**: The Welcome Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
- ➔ **Promotion of the cycle parking**: Making residents aware of the cycle parking which is available to them.
- ➔ Promotion of membership to the **London Cycling Campaign (LCC)**: Promote the LCC, which 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 whilst providing support for cyclists.



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 within the Welcome Pack.

- **Promotion of health benefits associated with alternative modes of transport:** The Welcome Pack will provide details of the health benefits associated with walking and cycling regularly.
- **Details of carbon foot-printing:** 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.
- **Promotion of key services and facilities:** Full details of the key services and facilities provided by the RTP will be included in the Welcome Pack, including:
 1. The availability of the personalised journey planning service; and
 2. The availability of broadband internet.

7.4.3 The Welcome Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

7.4.4 The Welcome Pack will be available in both hard copy and electronically. The RTP will be updated periodically and redistributed in electric form.

CYCLE INITIATIVES

7.4.5 There are a number of cycle initiatives run for Haringey residents including:

- ⊕ **Cycle Skills Training:** free tailored cycle skills training is available at a range of levels suited to individual's needs (<https://www.cycleconfident.com/sponsors/haringey/>).
- ⊕ **Basic Bike Maintenance Courses:** subsidised basic, intermediate and advanced bicycle maintenance courses are available. The course teaches bike maintenance skills to enable individuals to undertake their own bike repairs (<https://www.cycleconfident.com/courses/maintenance/>).
- ⊕ **Dr Bike:** free or subsidised sessions are available providing an experienced mechanic who will check a bike is in good working order (<https://www.cycleconfident.com/courses/dr-bike/>).
- ⊕ **Try Before You Bike:** the scheme enables individuals to trial a new or nearly new bike to help residents work out if cycling is for them. The trial is available for a monthly fee with a range of bikes available as well as supporting cycle equipment.

7.4.6 In addition, TfL provide a free online training module for individuals to improve basic cycling skills (<https://tfl.gov.uk/modes/cycling/cycle-skills>).

COMMUNITY NOTICEBOARDS

7.4.7 Noticeboards providing travel information to residents within the site will be placed in lobbies.

7.4.8 Maps of the immediate local area will be displayed on the noticeboards identifying locations of cycle parking, car club bays and public transport service access points. The noticeboards will also be used to inform residents of any new travel initiatives or events organised by the TPC.

7.5 KEY SERVICES AND FACILITIES

- 7.5.1 A number of key services and facilities to complement the location and physical design of the site will also be implemented to further encourage the use of sustainable transport modes.

PERSONALISED JOURNEY PLANNING

- 7.5.2 The TPC will be available to provide personalised journey planning advice to residents of the development. The TPC will be able to identify routes to public transport services for residents travelling to key facilities.
- 7.5.3 The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired persons residing within the site.
- 7.5.4 Residents can also plan their journey using the following links:
- Sustrans (<https://www.sustrans.org.uk/national-cycle-network/>)
 - TfL Journey Planner (<https://tfl.gov.uk/modes/cycling/>)
 - Cycle Streets (<https://www.cyclestreets.net/journey/>)
 - TfL Routes and Maps (<https://tfl.gov.uk/modes/cycling/routes-and-maps>)

7.6 MONITORING AND REVIEW

- 7.6.1 Considering the development is car-free and is expected to achieve its objectives and targets through the implementation of the physical scheme, it is not expected that monitoring would be necessary. However, the Applicant is willing to work with officers should the Council decide that monitoring is required.



8 ACTION PLAN

8.1.1 The programme for the implementation of the RTP measures is set out in **Table 8-1**. This sets out tasks, intended implementation dates and responsibilities.

Table 8-1: Action Plan

ACTION	TARGET (VALUES)	TARGET DATE	INDICATOR/ MEASURED BY	RESPONSIBILITY
Appointment of a part-time TPC	N/A	Prior to occupation	Appointment TPC	Developer
Preparation of Welcome Pack	N/A	Prior to occupation	By TPC	TPC
Provision of cycle parking secured through planning	On-site	Prior to occupation	Installation of cycle parking	Developer
Dissemination of the Welcome Pack per room	One Welcome Pack per room upon occupation	On occupation	Dissemination of the Welcome Pack to each room	TPC
Provision and population of Sustainable Travel Information Noticeboard	Noticeboard summarising sustainable travel options	Prior to first occupation	Provision and population of noticeboard	TPC

