



26 High Road, Wood Green

TRAVEL PLAN STATEMENT

for Restaurant Development
on behalf of Regal Housewares Ltd

2023/7271/TPS02

July 2023

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TABLE of CONTENTS

1	INTRODUCTION	3
1.1	Background	3
1.2	Travel Planning Policy	3
1.3	Travel Planning Benefits	4
1.4	Travel Plan Coordinator.....	5
2	BASELINE CONDITIONS.....	6
2.1	Site Location and Local Highway Network.....	6
3	ACCESSIBILITY CREDENTIALS	8
3.1	Overview.....	8
3.2	Walking and Cycling.....	8
3.3	Bus Services	11
3.4	London Underground Services.....	15
3.5	Rail Services.....	16
3.6	PTAL Assessment	17
3.7	Summary of Accessibility Credentials.....	17
4	DEVELOPMENT PROPOSALS	18
4.1	Overview.....	18
4.2	Proposed Access Arrangements	18
4.3	Proposed Car Parking Provision.....	18
4.4	Proposed Cycle Parking Provision.....	18
4.5	Delivery & Servicing.....	19
5	AIMS, OBJECTIVES AND TARGETS.....	20
5.1	Aims and Objectives	20
6	TRAVEL PLAN STATEMENT MEASURES	21
6.2	Effectiveness of Travel Plan Statement Measures	21

Appendices

Appendix A	Site Layout Plan
Appendix B	PTAL Report
Appendix C	Travel Action Plan Measures

List of Figures

Figure 1	Site Location and Context	7
Figure 2	Bus Services running along A105 – Hill Road.....	15
Figure 3	Summary of Local Tube Services	16
Figure 4	Rail Services that run from Hornsey Rail Station	17

1 INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan Statement is prepared by RGP on behalf of Regal Housewares Ltd (the 'Client') in relation to the proposed change of use from bathroom showroom to banqueting suite and restaurant/bar/shisha bar at 26 High Road, Wood Green, London, N22 6BX (the 'Site'). The site lies within the administrative boundary of the London Borough of Haringey (LBH).
- 1.1.2 The site lies a short walk to the north of Turnpike Lane Tube Station. It is delimited by commercial properties fronting onto the A105 – High Road on its western side, by a car park on its northern side, by Bury Road on its eastern side and by Whymark Avenue on its southern side.
- 1.1.3 The development proposals comprise the change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: Sui-Generis), restaurant/bar/shisha bar at first floor (use class: E and Sui-Generis) and installation of new doors and windows on southeast elevation. A copy of the proposed site plan is attached at **Appendix A**.
- 1.1.4 This Travel Plan Statement outlines the opportunities for sustainable travel to and from the development, targeting staff and visitors travelling to/from the site. It details specific measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving the targets specified.
- 1.1.5 A Transport Assessment has been prepared by RGP (Ref: 23/7271/TA01) to support the planning application and describes the likely transport impact of the development proposals (including trip generation and parking demand) in detail. This Travel Plan Statement should therefore be read in conjunction with that document.

1.2 Travel Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 113). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan Statement has been prepared nevertheless to reduce the impact of the development on the surrounding area.
- 1.2.2 Furthermore, Paragraph 106 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 The London Plan 2021, Paragraph 5.1.10 recognises the importance of shared use and co-location of social infrastructure in reducing the need to travel and improving accessibility, while Paragraph 10.4.3 suggests that the use of Travel Plans may help reduce the negative impact of a development on the transport network and reduce potentially harmful public health benefits.

1.2.4 Moreover, the Mayor's Transport Strategy (2018) requires the use of Travel Plans to help deliver sustainable development in London and encourage people to make different choices about how they travel. Policy T4 Assessing and Mitigating Transport Impacts states 'Travel Plans ... will be required having regard to Transport for London (TfL) guidance.' Travel Plans also support the Mayor's strategic target for 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

1.2.5 This Travel Plan Statement has been prepared with regard to relevant guidance and best practice, including London Borough of Haringey's 'Adopted Walking and Cycling Action Plan (2022-2032)': [Haringey adopted walking and cycling action plan 2022](#). London Borough of Haringey promotes the use of Travel Plans in order to 'ensure that developments do not create car use and do support active travel and the use of public transport'.

1.3 Travel Planning Benefits

1.3.1 Although a Travel Plan Statement is a more condensed document than a full Travel Plan, the key objectives and principles apply to both. This section outlines the purpose of providing Travel Planning for new developments and details the concepts of sustainable travel to be promoted to future staff and visitors of the site.

1.3.2 Both a Travel Plan and Travel Plan Statement are strategies through which an organisation is able to manage journeys related to its operation. It comprises a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel (walking, cycling and public transport) and reducing reliance on the private car. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to individuals and the local community, including reduced air pollution and use of fossil fuels.

1.3.3 For **staff** and **visitors** a Travel Plan Statement can:

- (i) Help provide less stressful options for travel, with the ability to socialise;
- (ii) Present opportunities to build healthy exercise into daily life; and
- (iii) Reduce the cost of travel.

1.3.4 For **employers/businesses**, a Travel Plan Statement can:

- (i) Satisfy local planning and highway authorities;
- (ii) Improve the company's 'green credentials' and strengthen their brand as seen by customers;
- (iii) Improve corporate social responsibilities, above that of competitors;
- (iv) Offer financial savings to the business, its staff and customers; and
- (v) Improve staff retention and morale.

1.3.5 For the **local community**, a Travel Plan Statement can:

- (i) Make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) Enhance public transport;
- (iii) Improve the environment and the routes available for walking and cycling; and

- (iv) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

1.3.6 A Travel Plan Statement is a strategy through which an organisation is able to manage journeys related to its operation.

1.4 Travel Plan Coordinator

1.4.1 A Travel Plan Coordinator (TPC) is not required as part of the process of a Travel Plan Statement, as the role of TPC is to ensure the implementation of measures, monitoring and review is carried out, tasks which are generally associated with the provision of a full Travel Plan only. In this instance, the measures identified through this Travel Plan Statement would be implemented and promoted to staff and visitors by the developer prior to occupation.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

- 2.1.1 The site lies just to the north of Turnpike Lane Tube Station. It is delimited by commercial properties fronting onto the A105 – High Road on its western side, by a car park on its northern side, by Bury Road on its eastern side and by Whymark Avenue on its southern side.
- 2.1.2 Bury Road is a single carriageway road which is two-way between its junction with Lymington Avenue and Westbeech Road. Immediately outside the site between the junctions of Westbeech Road and Whymark Avenue, Bury Road is one-way only with vehicles only able to travel in a southbound direction onto Whymark Avenue. Within the one-way stretch, Bury Road is equipped with some 'loading only' bays where no waiting is allowed at any time and no loading is permitted during weekday peak hours (Mon-Fri 08:00-09:30 and 16:30-18:30). Immediately to the south of this, there are some parking bays for use by permit holders or by other users who are required to pay by phone enforceable 7 days a week (08:00-22:00). Maximum stay is 2 hours with no return possible within 2 hours. Bury Road runs parallel to the A105 High Road throughout its length and is subject to a 20mph speed limit.
- 2.1.3 Whymark Avenue is a single carriageway road oriented on a SW-NE direction which is one-way between its junction with Bury Road and the A105 High Road, with vehicles exclusively allowed to travel westbound only onto the A105 and it is two-way east of its junction with Bury Road. At the eastern end of Whymark Avenue, general vehicle access onto The Sandlings is forbidden with access granted only to emergency vehicles. Between the junction of Bury Road and A105 – High Road, there are several parking bays for use by permit holders or other users who are able to pay by phone or at the parking meter, with parking enforceable 7 days a week (08:00-22:00). Maximum stay is 2 hours with no return possible within 2 hours. Lastly, at the extreme western end of the carriageway on the southern side, there is a loading bay which is 'loading only' between 08:00-22:00. Throughout its length, Whymark Avenue is subject to a 20mph speed limit.
- 2.1.4 Lastly, the A105 is a two-way single carriageway road in north London which runs between Canonbury and Enfield. This route provides access northwards towards Wood Green and southwards towards Manor House. In the vicinity of the site, the A105 is subject to a 20mph speed limit.
- 2.1.5 A more detailed look at the location and the context of the site is shown within **Figure 1**.

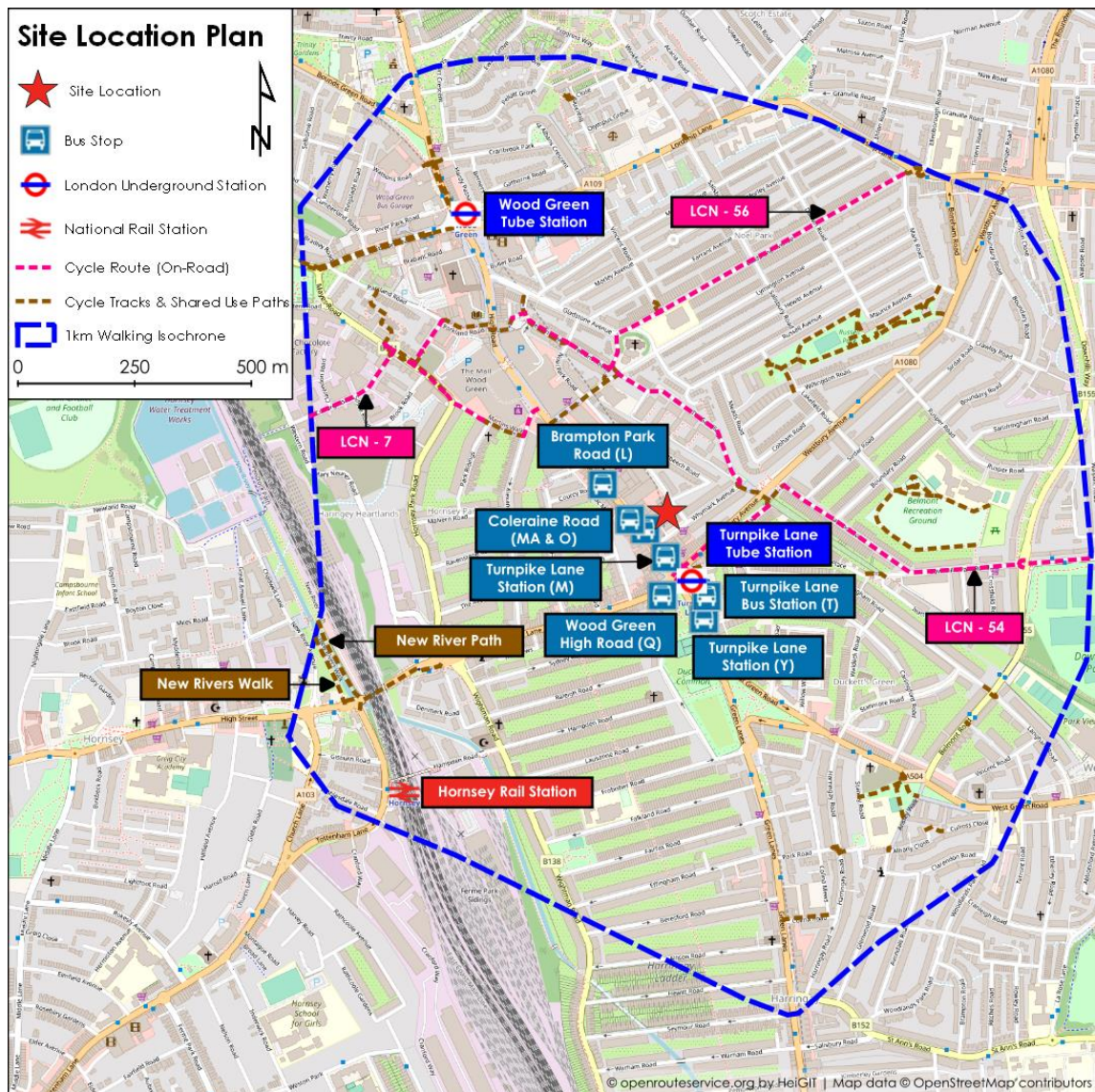


Figure 1 Site Location and Context

2.1.6 As illustrated within **Figure 1**, the site is extremely well connected by public transport which would likely be used by future users of the site, with a large number of bus routes running along the A105 High Road and Turnpike Lane Tube Station a short walk south of the site.

3 ACCESSIBILITY CREDENTIALS

3.1 Overview

- 3.1.1 In accordance with relevant national (NPPF), regional (The London Plan) and local (LBH's Adopted Walking and Cycling Action Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.
- 3.1.2 In addition, the travel and journey planning information at <https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel> will be promoted to all staff and visitors.

3.2 Walking and Cycling

- 3.2.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's (CIHT) Guidelines for Providing Journeys on Foot (2000).
- 3.2.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local vehicle trips, thus reducing the traffic volumes on the surrounding highway network.
- 3.2.3 In general, the area surrounding the site displays a very good level of pedestrian infrastructure. Bury Road, which delimits the site on its eastern end, is composed of lit, generally smooth footways on either side of the carriageway, which are wide enough to enable comfortable two-way pedestrian movements along its length.
- 3.2.4 In addition, the informal pedestrian crossing at the southern end of Bury Road displays both tactile paving and a raised carriageway, which enable pedestrians with mobility difficulties to cross the carriageway with ease. The very good quality of the footway network extends southwards onto Whymark Avenue, which as shown within the Photograph below displays generally smooth and wide footways which enable two-way pedestrian movements to take place throughout its length.



Pedestrian Footway along Whymark Avenue

- 3.2.5 Future users of the site are very likely to make use of footways along the A105 – High Road when making journeys to/from the site. Footways along both sides of the A105 are of an excellent standard, with very smooth, well-lit, very wide footways which would enable future users of the site to travel to/from Turnpike Lane Tube Station and nearby bus stops with ease. Moreover, an informal pedestrian crossing across the A105 which could be used to access bus stops for northbound services, displays raised carriageways and a very good quality of tactile paving which is located on either side of the carriageway and within the pedestrian refuge island. A photograph showing the footways of the A105 High Road and a formal pedestrian crossing is illustrated within the photograph below.



Footways and Formal Pedestrian Crossing across the A105

- 3.2.6 As illustrated within **Figure 1**, the site benefits from a number of cycling routes within the vicinity of the site. Cyclists can travel southwards along Bury Road and connect with London Cycle Network (LCN) – Route 54 which can be accessed from the junction of The Sandlings/Whymark Avenue to the east of the site. LCN – Route 54, runs between Alexandra Palace and Walthamstow, which would provide future users of the site with an opportunity to travel eastwards from locations such as Bruce Grove and Tottenham Hale. In addition, cycle paths within the site vicinity also connect with other named routes such as LCN – 7 and LCN – 56, enabling future users of the site to travel to/from neighbourhoods to the north-east such as Silver Street, neighbourhoods to the north such as Palmers Green and neighbourhoods to the west such as Muswell Hill and Highgate.
- 3.2.7 In addition, the local road network surrounding the site is generally composed of wide, suburban, residential roads and the topography is very flat enabling cycling to be an attractive way of travelling to/from the site even when using roads which do not contain dedicated cycle lanes.
- 3.2.8 Lastly, as highlighted within the photograph below, there are a number of cycle stands located on the eastern carriageway of the A105 – High Road, enabling future users of the site to park their bike in this location.



Cycle Stands along the A105 High Road

- 3.2.9 It is therefore considered that there are realistic opportunities for users of the proposed restaurant development to travel to/from the site by active modes (walking/cycling).

3.3 Bus Services

- 3.3.1 For southbound services, the site is located roughly equidistant from 'Coleraine Road' (Stop MA) which is served by bus routes 67, 121, 123, 184, 221, 230, 232, 329, N91 and W4 and 'Turnpike Lane Station' (stop M) which is served by bus routes 29, 141, 144 and N29. Both of these stops are located within circa 75m (< 1 min walk) from the site along the A105 High Road. For northbound services, the closest stops to the site are 'Coleraine Road' (Stop O) which is served by bus routes 29, 121, 123, 232, 329 and N29; and 'Brampton Park Road' (Stop L) which is served by bus routes 67, 141, 144, 184, 221, 230, N91 and W4. Both of these stops are located within 210m (a circa 3 mins walk) north-west of the site along the A105 High Road.
- 3.3.2 In terms of facilities, all of these stops are provided with a flag & pole containing detailed bus timetable information, a bus shelter containing a seating area, and dedicated bus carriageway markings. In addition, 'Coleraine Road' (Stop O), 'Brampton Park Road' (Stop L) and 'Turnpike Lane Station' (Stop M) are also provided with electronic departure boards containing live up-to-date bus timetable information, with an example from the 'Turnpike Lane Station' (Stop M) shown within the photograph below.



'Turnpike Lane Station' (Stop M)

- 3.3.3 In addition, bus routes 217, 231 and 444 can be accessed from 'Turnpike Lane Bus Station' located circa 240m (circa 3-mins walk) south of the site whilst bus route 41 can be accessed from 'Wood Green High Road' (Stop Q, for W-bound services) and 'Turnpike Lane Station' (Stop Y, for S-bound services) which are within 250m (circa 3 mins walk) of the site.
- 3.3.4 A more detailed summary of the bus services that can be accessed from the stops along the A105 High Road is illustrated within **Figure 2**.

Route No / Summary		Typical Frequency	Hours of Operation
29	Trafalgar Square – Tottenham Court Rd Stn – Warren Street Stn – Camden Town – Holloway – Finsbury Park – Manor House – Haringay – Coleraine Rd/Turnpike Lane Stn stops – Wood Green Stn	Mon-Fri: every 4-8 mins Sat: every 5-9 mins Sun: every 6-10 mins	Mon-Thu: 05:46-01:24 Fri and Sat: 05:46-01:28 Sun: 05:46-01:23
67	Dalston Junction Stn – Kingsland High St – Stamford Hill – West Green – Brompton Park Rd/Coleraine Rd stops – Wood Green Stn	Mon-Sat: every 8-12 mins Sun: every 10-13 mins	Mon-Sat: 04:42-01:04 Sun: 05:37-01:04
121	Turnpike Lane Stn – Coleraine Road stops – Wood Green – Palmers Green – Southgate – Oakwood – Enfield – Southbury – Enfield Lock – Enfield Island Village	Mon-Fri: every 7-11 mins Sat: every 8-11 mins Sun: around every 15 mins	Mon-Sun: 05:01-01:31
123	Wood Green Station – Coleraine Road stops – Bruce Grove – Tottenham Hale – Blackhorse Road – Waterworks Corner – Charlie Brown's Roundabout – Gants Hill – Hainault Road, Ilford	Mon-Fri: every 7-11 mins Sat: every 8-12 mins Sun: around every 15 mins	Mon-Fri: 05:02-01:40 Sat: 05:02-01:45 Sun: 05:02-01:41
141	London Bridge Bus Stn – Monument – Moorgate Stn – Shoreditch – Canonbury – Brownswood Park – Manor House – Haringay – Brompton Park Rd/Turnpike Lane Stn stops – Wood Green Stn – Palmers Green, Tottenham Rd Nth/Circular Rd	Mon-Fri: every 4-8 mins Sat: every 6-10 mins Sun: every 10-13 mins	Mon-Thu: 04:27-01:33 Fri and Sat: 04:27-01:37 Sun: 05:48-01:33
144	Muswell Hill Broadway – Alexandra Park – Hornsey – Brompton Park Rd/Turnpike Lane Stn stops – Wood Green – Lordship Lane – Silver St – Edmonton (Angel) – Edmonton Green	Mon-Fri: every 7-11 mins Sat: every 8-12 mins Sun: every 9-13 mins	Mon-Fri: 04:38-01:34 Sat: 04:38-01:35 Sun: 05:49-01:34
184	Turnpike Lane Bus Stn – Brompton Park Rd/Coleraine Road stops – Wood Green – Muswell Hill – Bounds Green – Arnos Grove – Osidge – East Barnet – New Barnet Stn – Barnet Church – Chipping Barnet, Chesterfield Rd	Mon-Fri: every 6-11 min Sat: every 7-12 mins Sun: every 10-14 mins	Mon-Sat: 05:31-00:47 Sun: 06:46-00:47

221	Turnpike Lane Bus Stn – Brampton Park Rd/Coleraine Road stops – Wood Green Station – Wood Green Bus Garage – Bounds Green – New Southgate Station – Friern Barnet – North Finchley Bus Stn – Mill Hill East – Mill Hill – Edgware	Mon-Fri: every 6-10 mins Sat: every 7-10 mins Sun: every 10-14 mins	Mon-Fri and Sun: 05:16-01:02 Sat: 05:16-01:06
230	Wood Green, Lordship Lane – Coleraine Rd/Brampton Park Rd stops – Turnpike Lane – West Green – Seven Sisters – Tottenham Hale – Blackhorse Road Stn – Walthamstow Bus Stn – Whipps Cross – Upper Walthamstow, Fyfield Road	Mon-Sun: around every 15 mins	Mon-Sat: 04:52-01:23 Sun: 06:27-01:23
232	Turnpike Lane Bus Station – Wood Green Station – Palmers Green – Arnos Grove – Colney Hatch – Finchley – Hampstead Garden Suburb – Brent Cross Shopping Centre – West Hendon – Neasden – Church End – Tokyngton, Mitchell Way	Mon-Fri: every 9-14 mins Sat: every 10-14 mins Sun: every 20 mins	Mon-Fri: 05:31-00:44 Sat: 05:31-00:42 Sun: 06:19-00:41
329	Turnpike Lane Bus Station – Coleraine Road stops – Wood Green Stn – Palmers Green – Winchmore Hill – Enfield Town, Little Park Gardens	Mon-Sat: every 6-10 mins Sun: every 7-10 mins	Mon-Fri: 05:52-01:04 Sat and Sun: 05:51-01:04
W4	Palmers Green, Ulster Gardens – Wood Green Stn – Brampton Park Road/Coleraine Road stops – Turnpike Lane – Bruce Grive Stn – Seven Sisters – Tottenham Hale – Tottenham Hale, Ferry Lane Primary School	Mon-Sun: every 9-13 mins	Mon-Fri: 05:34-00:27 Sat: 05:31-00:24 Sun: 06:31-00:27
N29	Trafalgar Square – Tottenham Court Rd Stn – Warren Street Stn – Camden Town – Holloway – Finsbury Park – Manor House – Haringay – Coleraine Rd/Turnpike Lane Stn stops – Wood Green Stn – Palmers Green – Winchmore Hill – Bush Hill Park – Enfield Town, Little Park Gardens	Mon Mor – Fri Mor: Every 8-11 mins Sat and Sun Mor: Every 7-11 mins	Mon Mor – Fri Mor: 00:34-06:04 Sat Mor and Sun Mor: 00:35-06:04
N91	Trafalgar Square – Euston Station – Holloway – Crouch Hill – Hornsey – Turnpike Lane – Brampton Park Rd/Coleraine Rd stops – Wood Green – Bounds Green – Arnos Grove –	Mon Mor – Fri Mor: every 15-30 mins Sat and Sun Mor: around every 30 mins	Mon Mor: 23:39-06:02 Tue Mor – Fri Mor: 00:30-06:02 Sat Mor: 23:49-06:02 Sun Mor: 00:22-07:22

	Southgate – Oakwood - Cockfosters		
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Figure 2 Bus Services running along A105 – Hill Road

3.3.5 Further route maps, timetable and fare information can be found at: www.tfl.gov.uk/modes/buses.

3.4 London Underground Services

3.4.1 The closest London Underground Station to the site is Turnpike Lane Tube Station which is located circa 155m (a circa 2 mins walk) south of the site and is illustrated within the Photograph below. The station is found within Travelcard Zone 3 and is served by the Piccadilly Line.



Turnpike Lane Tube Station

3.4.2 A summary of the local tube services available from Turnpike Lane Station is set out in **Figure 3** below.

Destination	Typical Frequency	Journey Time	Major Calling Points
Cockfosters	Every 2-6 mins	17 mins	Wood Green, Arnos Grove, Southgate

Arnos Grove	Every 2-3 mins	7 mins	Wood Green
Heathrow Terminal 4	Every 9-11 mins	70 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Heathrow Terminal 5	Every 9-11 mins	73 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Northfields	Every 3-6 mins	49-50 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town
Rayners Lane	Every 9-11 mins	66-67 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town
Uxbridge	Every 20 mins	82 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Rayners Lane

Figure 3 Summary of Local Tube Services

3.4.3 As set out above, Turnpike Lane Tube Station provides high frequency underground services to a range of destinations across North, Central and West London.

3.5 Rail Services

3.5.1 The closest rail station to the site is Hornsey Rail Station, which is located circa 970m (a circa 12-mins walk) south-west of the site. The station is located within Travelcard Zone 3 and it is on the Great Northern Route which forms part of the East Coast Main Line. Services from this station run southwards towards Moorgate in Central London and northwards towards Stevenage, Welwyn Garden City and Hertford. A more detailed summary of the services that run from this station is illustrated within **Figure 4**.

Route Service	Typical Frequency	Journey Time
Moorgate – Highbury & Islington – Finsbury Park – Hornsey – Alexandra Palace – Potters Bar – Hatfield – Welwyn Garden City	Mon-Sun: every 30 mins (additional peak hour services Mon-Fri)	Moorgate: 20 mins Highbury & Islington: 11 mins Finsbury Park: 4 mins Alexandra Palace: 3 mins Potters Bar: 18 mins Hatfield: 26 mins Welwyn Garden City: 31 mins

Moorgate – Highbury & Islington – Finsbury Park – Hornsey – Alexandra Palace – Enfield Chase – Hertford North – Stevenage	Mon-Sun: every 30 mins (additional peak hour services Mon-Fri)	Enfield Chase: 16 mins Hertford North: 32 mins Stevenage: 47 min
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Figure 4 Rail Services that run from Hornsey Rail Station

- 3.5.2 In terms of facilities, the station is equipped with a seating area, Wi-Fi and the station is staffed Mon-Fri 07:00-13:25. With regards to accessibility, the station has accessible ticket machines, a lowered ticket counter and induction loops are available.
- 3.5.3 As illustrated within this section, users of the site would be able to travel to/from the site by train with frequent connections towards Central London, parts of Greater London and Hertfordshire.
- 3.5.4 Further information including live arrival/departure information, details of fares and station facilities can be obtained from: www.nationalrail.co.uk.

3.6 PTAL Assessment

- 3.6.1 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and ranges between 1a (worst) and 6b (best).
- 3.6.2 The site has an Accessibility Index (AI) of 40.78 which corresponds to a PTAL of 6b. This is indicative of the site's excellent access to public transport, whereby the daily travel needs of future staff and visitors can be catered for. Full details of this assessment can be found at **Appendix B**.
- 3.6.3 It is noteworthy that the PTAL assessment does not consider the local amenities which are accessible on foot or by bicycle. The thresholds in the PTAL model work on a 640m distance to a bus stop and 960m for rail.

3.7 Summary of Accessibility Credentials

- 3.7.1 The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car and increase active travel. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF, The London Plan and The London Borough of Haringey policies.
- 3.7.2 It is anticipated that the extensive range of public transport services will act as the primary mode of transport for staff and visitors travelling to/from the site.
- 3.7.3 The measures contained within this Travel Plan Statement further seek to increase the awareness of and use of sustainable transport modes, where possible.
- 3.7.4 As summarised above, there are numerous opportunities for staff and visitors to make journeys to/from the proposed restaurant site by sustainable modes.

4 DEVELOPMENT PROPOSALS

4.1 Overview

- 4.1.1 The proposals seek the change of use from bathroom showroom (use class E) to banqueting suite at ground floor (use class: Sui-Generis), restaurant/bar/shisha bar at first floor (use class E and Sui-Generis) and the installation of new doors and windows on southeast elevation. A copy of the proposed site plan (Drawing Number: 151-301) prepared by Sleep Design is attached hereto at **Appendix A**.

4.2 Proposed Access Arrangements

- 4.2.1 For egressing vehicles from the site access onto Bury Road, visibility splays of 2.4m x 25m are achievable in both directions, which is commensurate to the posted 20mph speed limit for Bury Road.
- 4.2.2 A private car on-site would be able to park in the available disabled parking spaces, manoeuvre within the site curtilage and exit in a forward gear. On the basis these manoeuvres can be undertaken without any conflicts and that the access arrangements shall be retained within their current form, it is not considered necessary to introduce a left-in/left-out arrangement.

4.3 Proposed Car Parking Provision

- 4.3.1 Supporting guidance within the London Plan states that car-free developments should be the starting point for all development proposals in places that are well-connected by public transport. The proposal is to provide zero additional car parking spaces for the development, however the existing rear parking area shall be reorganised in order to provide a total of 15 disabled parking bays for guests who require them.
- 4.3.2 As such, it is considered that the principle of a car-free development should be viewed acceptably in terms of the negligible potential increase in on-street parking stress within the site's immediate vicinity. This is further affirmed through the site's PTAL rating of 6b which indicates the highest level of accessibility to public transport modes. Furthermore, the presence of the Controlled Parking Zone (CPZ) WG ensure that on-street parking is only available to existing residents.

4.4 Proposed Cycle Parking Provision

- 4.4.1 Minimum cycle parking requirements are set out within Policy T5 and in Table 10.2 of the London Plan. Based on the 'Other (e.g. cinema, bingo, etc.)' cycle parking standards the proposals would require a total of 22 short stay spaces for visitors and staff. As illustrated on the ground floor layout attached hereto at **Appendix A**, secure cycle parking shall be provided within the ground floor bike store.
- 4.4.2 In accordance with London Cycle Design Guidance, 20% of the long stay cycle spaces will be provided using Sheffield style stands with a quarter of these provided with sufficient space for larger types of cycles. All the short stay spaces will be provided using Sheffield style stands accessible from the public realm.

4.5 Delivery & Servicing

- 4.5.1 It is expected that deliveries and refuse collection to the site would take place using the existing loading bay which is located on Bury Road immediately outside the site. The loading bay can be accessed using the existing service door.
- 4.5.2 In addition, the frequency of refuse collections and deliveries to/from the site would not need to be increased as a result of the development proposals.

5 AIMS, OBJECTIVES AND TARGETS

5.1 Aims and Objectives

- 5.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by private vehicle, by increasing travel choice and awareness, therefore the overall aim of this Travel Plan Statement is:

To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits.

- 5.1.2 To achieve this aim, objectives should be provided that reflect the challenges of the site and focus the role of the Travel Plan Statement. These objectives also support both the Mayor's Transport Strategy and the Local Authority's policy aims. For the development site, the objectives are:

Objective 1 – Promote and actively encourage sustainable travel to and from the site

Objective 2 – Provide the on-site infrastructure to facilitate sustainable travel

- 5.1.3 Furthermore, given the site's excellent accessibility to public transport services and the current uptake of these, this Travel Plan Statement is focused on achieving a shift away from overcrowded public transport services, towards active modes.
- 5.1.4 This Travel Plan Statement identifies a strategy to promote more sustainable and active travel and to offer realistic transport choices for all journeys associated with the proposed development of the site.

6 TRAVEL PLAN STATEMENT MEASURES

- 6.1.1 An Action Plan outlining the proposed Travel Plan Statement measures and actions identified for the site, along with responsibilities, estimated costs and implementation timescales is attached at **Appendix C**.
- 6.1.2 The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim for this site.
- 6.1.3 The Action Plan includes the following measures, to be agreed by Regal Housewares Ltd prior to occupation:

Objective 1 - Promote and actively encourage sustainable travel to and from the site.

- Promotion of local walking and cycling routes;
- Awareness of public transport routes, timetables and fare information and;
- Provision of Travel Information Pack illustrating sustainable travel options in the site vicinity.

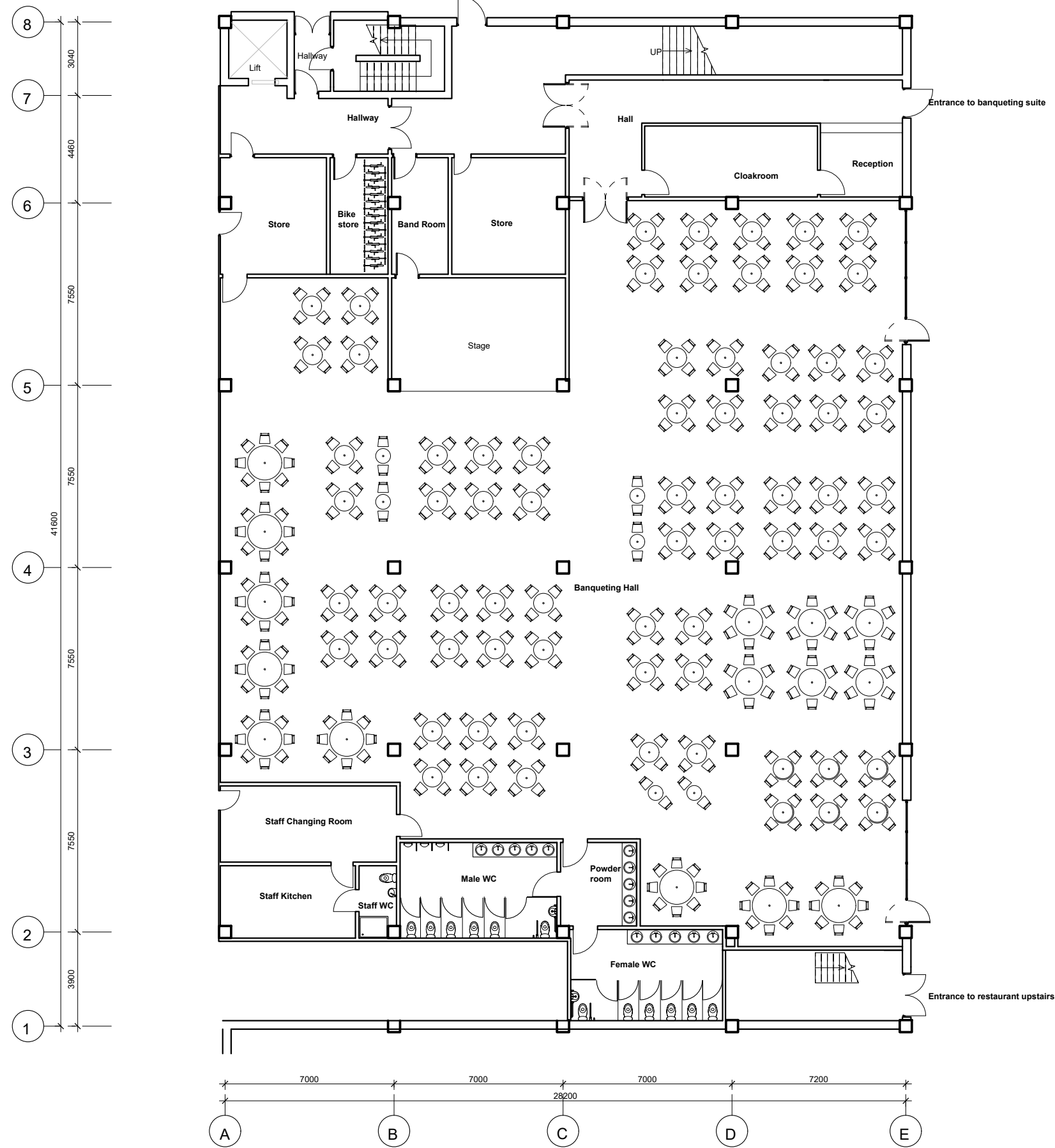
Objective 2 – Provide the on-site infrastructure to facilitate sustainable travel.

- Provision of secure cycle parking within the ground floor bike store

6.2 Effectiveness of Travel Plan Statement Measures

- 6.2.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan Statement consequently increasing the use of sustainable modes and achieving the targets set.

APPENDIX A



REVISION:

REV/DATE

All dimensions to be checked on site before any works commence.

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Regal Housewares LTD
Whymark Avenue
N22 6DJ

CLIENT

151-301

DWG NO.

Ground floor plan as
proposed

13 July 2023

DATE

1:200@A3

SCALE

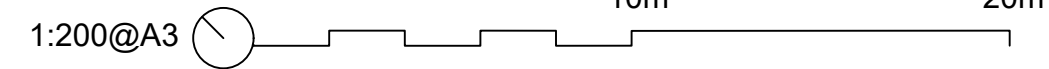
JS

DRAWN

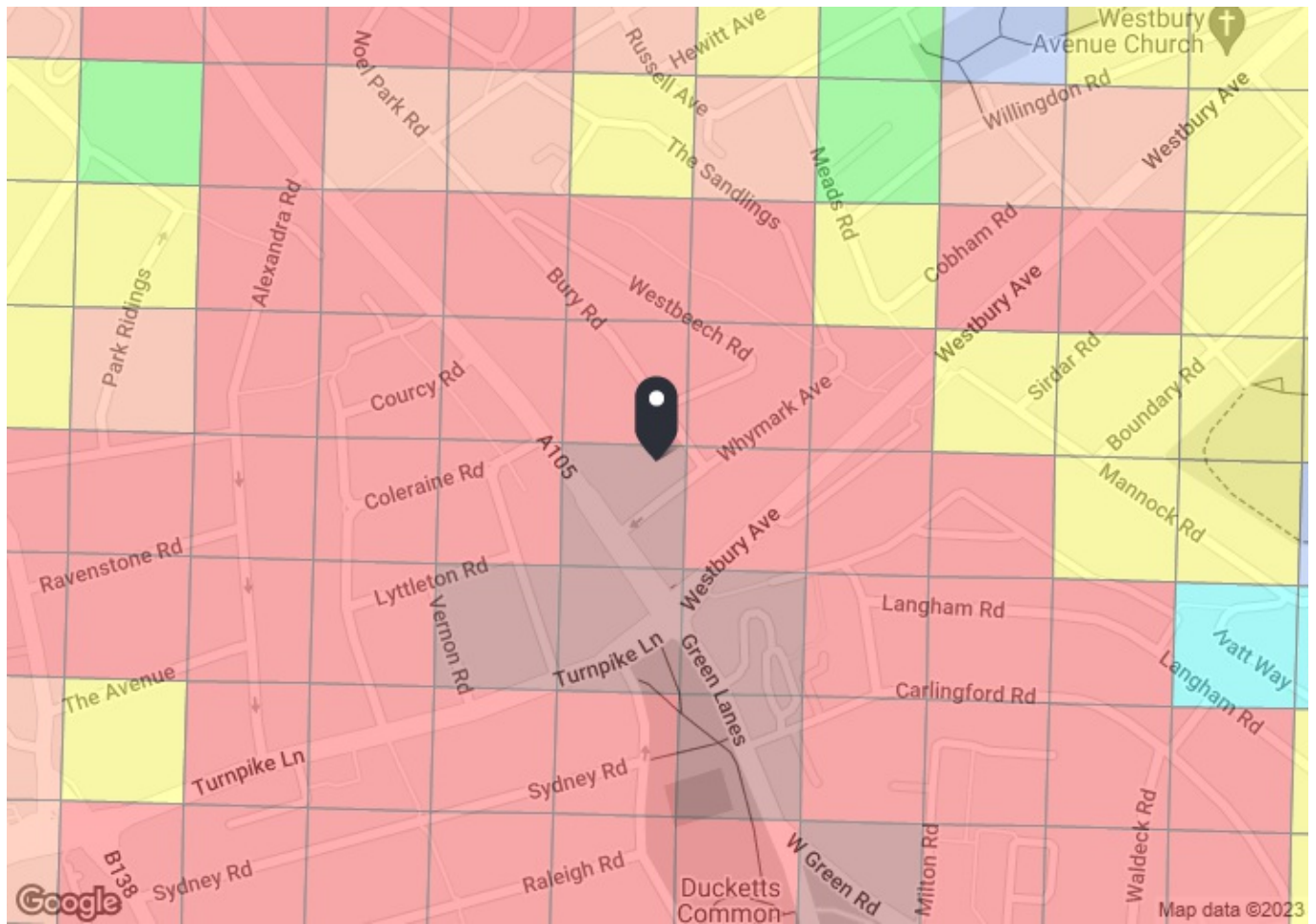
PLANNING

STAGE

Ground floor as proposed



APPENDIX B



PTAL output for Base Year 6b

8 Whymark Ave, London N22 6BX, UK
Easting: 531474, Northing: 189779

Grid Cell: 130121

Report generated: 01/06/2023

Calculation Parameters

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

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANES/ALFOXTON AVE	230	423.59	5	5.29	8	13.29	2.26	0.5	1.13
Bus	TURNPIKE LN STN/BUS STN	444	247.73	5	3.1	8	11.1	2.7	0.5	1.35
Bus	TURNPIKE LN STN/BUS STN	231	247.73	4	3.1	9.5	12.6	2.38	0.5	1.19
Bus	TURNPIKE LN STN/BUS STN	217	247.73	5	3.1	8	11.1	2.7	0.5	1.35
Bus	TURNPIKE LANE STN HIGH R	67	62.48	6	0.78	7	7.78	3.86	0.5	1.93
Bus	TURNPIKE LANE STN HIGH R	184	62.48	7	0.78	6.29	7.07	4.25	0.5	2.12
Bus	TURNPIKE LANE STN HIGH R	221	62.48	5	0.78	8	8.78	3.42	0.5	1.71
Bus	TURNPIKE LANE STN HIGH R	W4	62.48	6	0.78	7	7.78	3.86	0.5	1.93
Bus	TURNPIKE LANE STN HIGH R	123	62.48	5.5	0.78	7.45	8.24	3.64	0.5	1.82
Bus	TURNPIKE LANE STN HIGH R	141	62.48	9.5	0.78	5.16	5.94	5.05	0.5	2.53
Bus	TURNPIKE LANE STN HIGH R	29	62.48	15	0.78	4	4.78	6.27	1	6.27
Bus	TURNPIKE L DUCKETTS COMM	41	209.16	12	2.61	4.5	7.11	4.22	0.5	2.11
Bus	TURNPIKE L DUCKETTS COMM	144	209.16	8	2.61	5.75	8.36	3.59	0.5	1.79
LUL	Turnpike Lane	'Cookfosters-LHRT4LT'	162.05	4.67	2.03	7.17	9.2	3.26	0.5	1.63
LUL	Turnpike Lane	'RayLane-Cookfosters'	162.05	3.67	2.03	8.92	10.95	2.74	0.5	1.37
LUL	Turnpike Lane	'LHRT4LT-ArmosGrove'	162.05	4.67	2.03	7.17	9.2	3.26	0.5	1.63
LUL	Turnpike Lane	'ArmosGrove-RayLane'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'ArmosGrove-Nthfields'	162.05	3	2.03	10.75	12.78	2.35	0.5	1.17
LUL	Turnpike Lane	'Oakwood-RayLane'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'Nthfields-Cookfoster'	162.05	1	2.03	30.75	32.78	0.92	0.5	0.46
LUL	Turnpike Lane	'LHRT5-Cookfosters'	162.05	6	2.03	5.75	7.78	3.86	1	3.86
LUL	Turnpike Lane	'Uxbridge-Cookfosters'	162.05	3.67	2.03	8.92	10.95	2.74	0.5	1.37
LUL	Turnpike Lane	'Ruislip-Cookfosters'	162.05	2.33	2.03	13.63	15.65	1.92	0.5	0.96
LUL	Turnpike Lane	'ArmosGrove-Uxbridge'	162.05	1	2.03	30.75	32.78	0.92	0.5	0.46
LUL	Turnpike Lane	'Oakwood-Uxbridge'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'Oakwood-Ruislip'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
Total Grid Cell AI:										40.78

APPENDIX C

Action Plan - 26 High Road, Wood Green (7271)

OBJECTIVE	MEASURE	DETAILS	IMPLEMENTATION
Objective 1: Actively encourage sustainable travel to and from the site	Walking / Cycling Routes	Promote local walking and cycling routes, journey planners such as walkit.com and provide maps.	Prior to / upon occupation
	Public Transport Information	Publicise public transport routes, timetables and fare information (travelcard / contactless payment) to all site users.	Prior to / upon occupation
	Travel Information Pack	Each staff member will be given a Travel Information Pack containing a map of the surrounding area and detailing information on sustainable travel options, to include useful websites/apps.	Prepare and distribute prior to occupation.
Objective 2: Provide the on-site infrastructure to facilitate sustainable travel	Cycle Parking / Storage	As illustrated within Appendix A, secure cycle parking shall be provided within the ground floor bike store	To be established as part of the construction phase.



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