



ttp consulting
transport planning specialists

Faith Miracle Church

**3 & 4 Stuart Crescent, Wood
Green**

Travel Plan

July 2023

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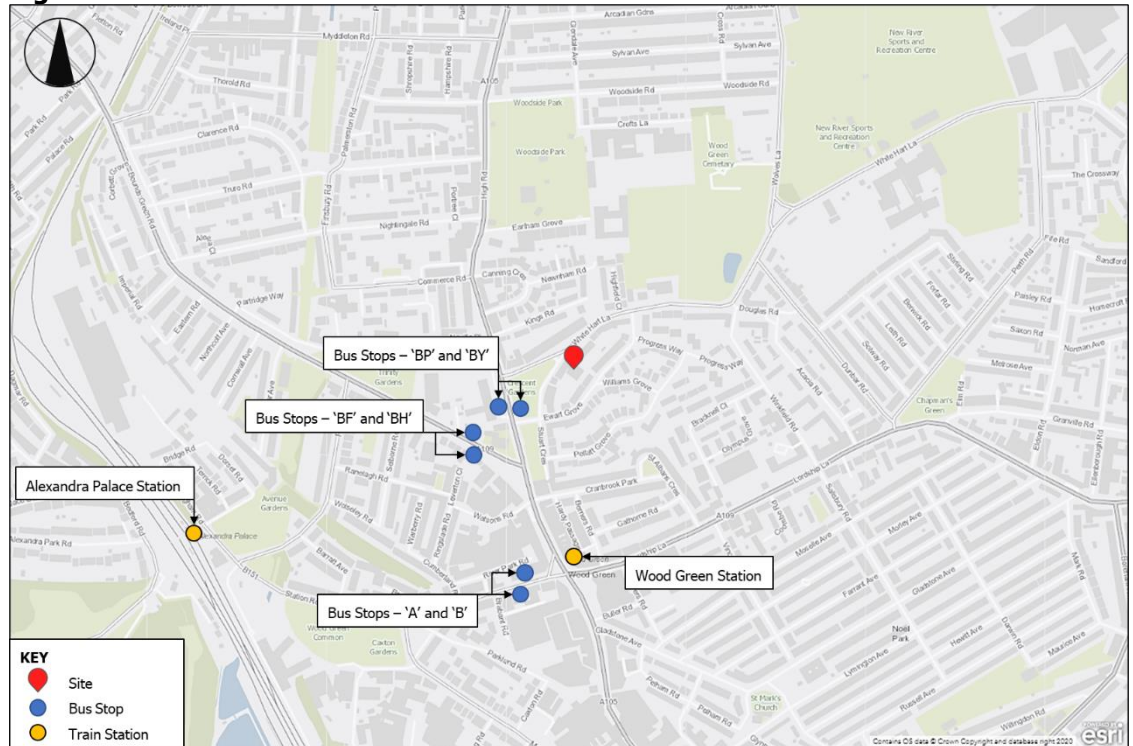
Appendices

Appendix A	-	Bus Spider Map
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1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting on behalf of Faith Miracle Church in relation to the proposed change of use of 3-4 Stuart Crescent, in the London Borough of Haringey.
- 1.2 The site consists of two existing buildings No. 3 Stuart Crescent (which was formally the Wood Green Social Club, including a snooker hall) and No. 4 (which is a locally listed, detached house, currently split into 5 residential units). Pedestrian access is taken from Stuart Crescent to both the social club and the dwellings at No. 4, with vehicular access to the social club provided along the western boundary of the site. Moreover, there is a length of dropped kerb in front of the site which offers access to an area of hardstanding used for parking.
- 1.3 This application seeks full planning permission for the change of use of the ground floor of 3 Stuart Crescent from a social club to a place of worship to be occupied by Faith Miracle Church, including ancillary offices, toilets and kitchen. The proposals amount to the creation of 835sqm of worship space. The proposals include no external changes to the building, the 5 residential units will be retained as part of the proposals. The facility will be operated by 4 full time staff member as well as volunteer staff.
- 1.4 Faith Miracle Church currently operates in the local area and is based out of a building on Coburg Road approximately 900m south of the application site as the crow flies. The existing building will close with the church relocating to the application site.
- 1.5 The site, which is located at the north end and east side of Stuart Crescent, achieves a Public Transport Accessibility Level (PTAL) rating of 6a and is therefore considered to have an excellent level of access to public transport. The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.6 This Travel Plan aims to put in place the management tools that are necessary to enable staff and church users to make informed decisions about their travel to the site. This will, in effect, minimise the adverse impacts of their travel to and from the church on the environment. The aim is achieved by setting out a strategy for eliminating barriers that would discourage the use of sustainable transport.

Policy Context

National Planning Policy Framework

- 1.7 The revised National Planning Policy Framework (NPPF) was most recently updated in July 2021 setting out the Government's planning policies for England and how these are expected to be applied.
- 1.8 When considering the transport effects of a development, NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

London Plan

- 1.9 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 1.10 Policy T4 'Assessing and mitigating transport impacts' states that when required, Travel Plans should be submitted having regard to Transport for London guidance.

Mayor's Transport Strategy

- 1.11 The Mayor's Transport Strategy, published in March 2018, sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The document describes travel plans as a long-term management strategy that encourages active, efficient and sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies the package of measures needed for improvement. The document describes, *"At its heart is a bold aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041."*

Haringey Local Plan: Strategic Policies

- 1.12 Haringey's Local Plan: Strategic Policies was adopted by the council in March 2013, with subsequent alteration adopted in July 2017 and sets out the long term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision. Policy SP7: Transport requires the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

Reasons for Developing a Travel Plan

- 1.13 The reasons for the travel plan include:
- To remove barriers to sustainable travel and promote sustainable transport as a viable option;
 - To ease congestion within the local area;
 - To reduce the potential for accidents and danger in the vicinity of the development and on the journey to the church;
 - To assess potential parking issues and provide mitigation measures where possible; and
 - To improve the health and wellbeing of children, staff and other site attendees by promoting exercise and active lifestyles.

Scope of the Report

- 1.14 This Travel Plan has been written as a standalone document and contains all the information needed to effectively implement and monitor the Travel Plan itself. This Travel Plan has been prepared with reference to guidance issued by Transport for London.
- 1.15 The remainder of this document is structured as follows:
- Section 2 outlines the accessibility of the development and describes the expected travel patterns of those attending the site;
 - Section 3 sets out the objectives and targets of the Travel Plan;
 - Section 4 outlines the travel plan strategy;
 - Section 5 sets out the measures and initiatives that will be implemented;
 - Section 6 outlines the monitoring and review programme; and
 - Section 7 provides an Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

The Site

- 2.1 The site consists of two existing buildings No. 3 Stuart Crescent (which was formally the Wood Green Social Club, including a snooker hall) and No. 4 (which is a locally listed, detached house, currently split into 4 units). The existing community space comprises 1,471sqm of space.
- 2.2 Pedestrian access is taken from Stuart Crescent to both the Social Club and the dwellings at No. 4, with vehicular access to the snooker hall provided along the western boundary, which offers an area of hardstanding providing 5 parking spaces. In front of No. 3 there is a length of dropped kerb which offers parking for 4 vehicles.

Surrounding Area

- 2.3 The surrounding area is predominately characterised by a residential environment, with shops and services available on High Road and numerous schools and nurseries located within walking distance.
- 2.4 There are a number of retail units located along High Road and in the vicinity of the site including a pharmacy, convenience store and medical practice. Moreover, Vue Cinema, The Gym Group, NatWest and takeaway food outlets are located south of Lordship Lane, approximately 500m to the south of the site. The closest bus stops on High Road are within a 180m walk whilst Wood Green Station is located 450m walk to the south. The Site has convenient connections to an array of shops, restaurants and public transport opportunities within a 20-minute walking distance from the site.

Proposed Church

- 2.5 The Faith Miracle Church currently operates out of a building approximately 900m southwest of the site as the crow flies on Coburg Road. The proposed building will take the place of the existing facility with the new church building operating in the same way as existing.
- 2.6 The development proposals seek the change of use of the ground floor of 3 Stuart Crescent to provide a place of worship amounting to 835sqm of worship space, to be operated by the Faith Miracle Church. The church will provide a main meeting hall space with ancillary offices, toilets and kitchen. The site will provide 9 car parking space to the rear of the building with 4 space on an area of hardstanding to the front of the building. A total of 10 cycle parking spaces will also be provided.

- 2.7 The proposed building would be able to accommodate up to 200 people and would be operated by 4 full time staff members as well as volunteer staff. The busiest time period at the site would be during the Sunday morning service which starts at 10am, the building will also operate services on a Wednesday evening at 7:45pm and be available to events such as weddings and birthday parties that would occur on an ad hoc basis. Wednesday services and ad hoc events would be attended by significantly less than 200 people.

Local Highway Network

- 2.8 Stuart Crescent is a cul-de-sac, which operates broadly north to south, with vehicular access taken from the north end from White Hart Lane, it connects to Ewart Grove and Pellatt Grove, which offer east to west routes, whilst the south end is bound by residential properties. In front of the site, there are double yellow lines along both sides of the road, whilst further south, there are on-street parking bays on the west side of the street.
- 2.9 White Hart Lane operates broadly west to east between High Road (Wood Green) and High Road (Tottenham). It offers access to the A10 approximately 2km to the east of the site, which connects to the wider Transport for London Road Network. In the vicinity of the site, there are marked parking bays on both sides of the road.
- 2.10 The A105 (High Road) connects to White Hart Lane approximately 125m to the west of the site, it offers a strategic north to south route between Enfield and Canonbury. In the vicinity of the site there is a single lane for traffic in either direction, with a right-turn filter lane for cars entering White Hart Lane. There is also a southbound bus lane on the east side of the road.

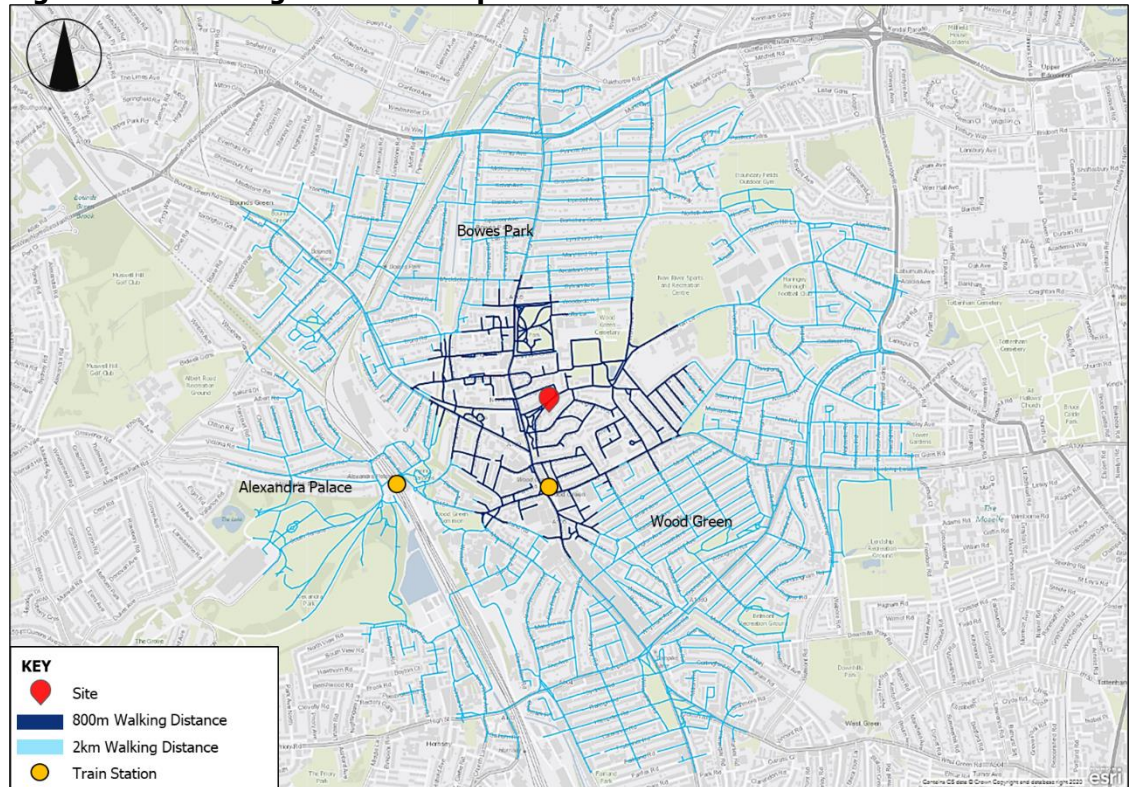
Accessibility

- 2.11 The site is accessible by a variety of modes of transport with a large number of amenities within a reasonable walking or cycling distance as summarised in the following paragraphs.

Walking

- 2.12 The walking environment in the vicinity of the site is such that footways are provided on both sides of White Hart Lane and High Road, whilst there is a footway provided on the east side of Stuart Crescent, with Crescent Gardens and associated paths along the west side of the road. The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities.
- 2.13 **Figure 2.1** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site which shows that Wood Green Station is located within a 10-minute walk to the south, whilst there are shops and local amenities provided along High Road and in the wider area.

Figure 2.1 – Walking Isochrone Map



- 2.14 At the White Hart Lane / High Road junction there are dropped kerbs on both sides of the road, with tactile paving on the north side of the junction. There is also a pedestrian refuge island in the centre of the carriageway. Approximately 40m to the north, there is a signal controlled crossing over High Road, with green-man push-button facilities. The closest signal controlled crossing point to the south is located approximately 150m to the south of the junction, both offer a connection to northbound bus services.
- 2.15 **Table 2.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stop BP	High Road	180m	2 - 3 minutes
Bus Stop BY	High Road	180m	2 - 3 minutes
Pellatt Grove Bus Stop (westbound)	White Hart Lane	240m	3 minutes
Wolves Lane Bus Stop (eastbound)	White Hart Lane	280m	3 - 4 minutes
Wood Green Station	High Road	450m	5 - 6 minutes
Alexandra Palace Station	Station Road	1.1km	13 - 14 minutes

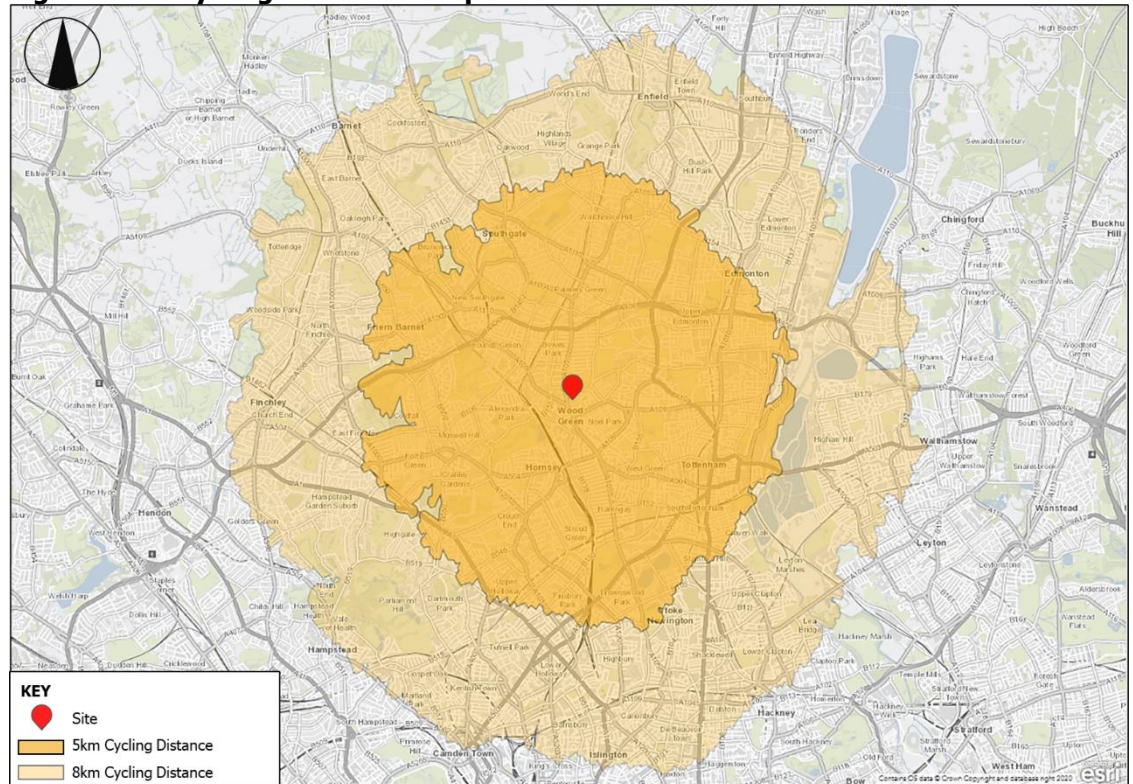
2.16 **Table 2.2** provides a summary of local facilities and amenities which illustrates that a GP surgery, nursery, gym, supermarket and bank are located within an acceptable walking distance from the site.

Table 2.2 – Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walking Time*
Crescent Gardens	Stuart Crescent	20m	<1 minute
Stuart Crescent Medical Practice	Stuart Crescent	80m	1 minute
Woodside Children's Centre	White Hart Lane	180m	2 - 3 minutes
Trinity Primary Academy	Bounds Green Road	250m	3 - 4 minutes
Alpha Pharmacy	Commerce Road	375m	4 - 5 minutes
Great News & Off Licence	High Road	400m	5 minutes
Morrisons	The High Road	500m	6 - 7 minutes
The Gym	Wood Green	600m	7 - 8 minutes
NatWest	High Road	600m	7 - 8 minutes

Cycling

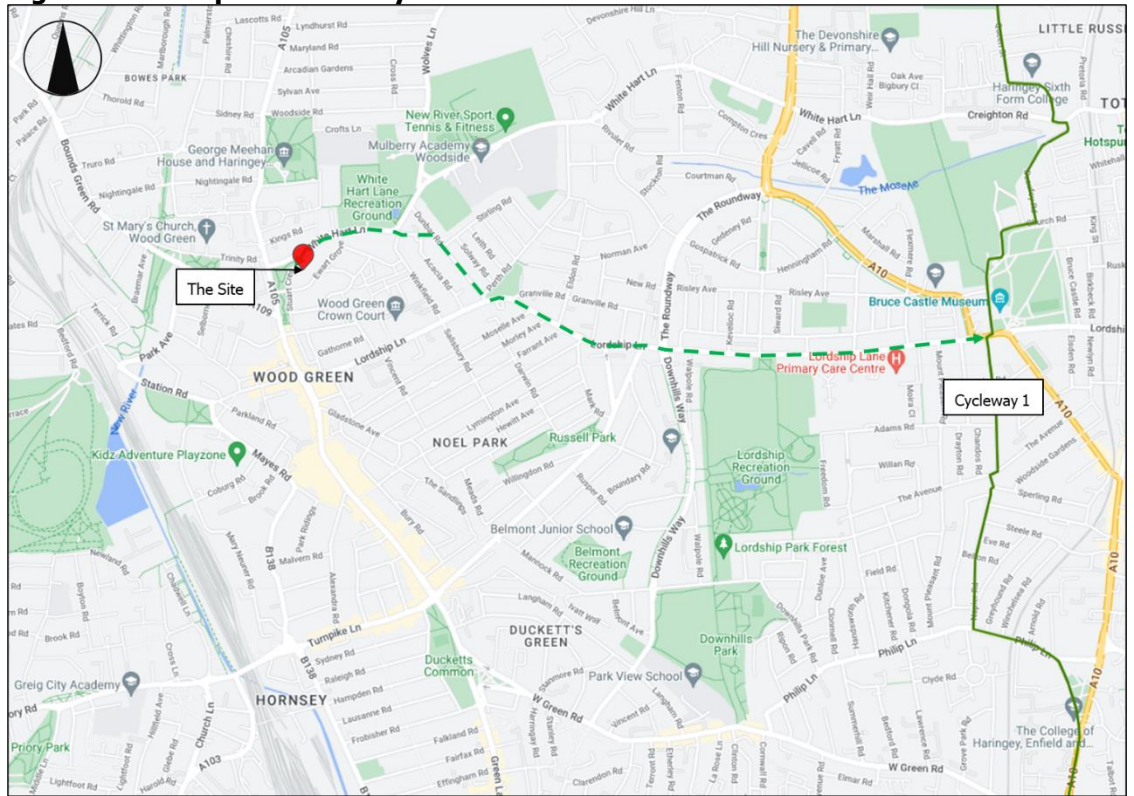
2.17 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace. **Figure 2.2** shows a 5km and 8km cycling catchment from the site which shows that areas such as Wood Green, Palmers Green and Alexandra Palace are within the 5km cycling catchment, whilst areas such as East Barnet, Enfield and Walthamstow are within the 8km catchment.

Figure 2.2 – Cycling Isochrone Map



- 2.18 Cycleway 1 (C1) runs along the A10 Great Cambridge Road and can be accessed approximately 2.5km to the east of the site via Lordship Lane. It offers a north to south route between Tottenham and the City of London and connects with the wider cycle infrastructure. A map of the TfL cycle network and route to Cycleway 1 is shown in **Figure 2.3**.

Figure 2.3 – Map of the TfL Cycle Network



2.19 TfL's Journey Planner tool allows for cycle route planning dependent on the nature of the route, being fast, moderate or easy. From the site the following destinations can be reached within various journey times:

- Bounds Green (5 minutes / 6 minutes / 8 minutes);
- Hornsey (8 minutes / 10 minutes / 13 minutes);
- Palmers Green (8 minutes / 10 minutes / 14 minutes);
- Muswell Hill (11 minutes / 14 minutes / 18 minutes);
- Edmonton Green (16 minutes / 20 minutes / 27 minutes); and
- Tottenham Hale (16 minutes / 21 minutes / 27 minutes).

Public Transport Accessibility

- 2.20 The site is located within a highly accessible area achieving a PTAL rating of 6a. There are 8 bus routes accessible from stops on High Road, Bounds Green Road and Station Road, whilst Wood Green Station is located approximately 450m to the south.

By Bus

- 2.21 The closest bus stops to the site (BP and BY) are located on High Road. The stops are served by routes which terminate at Tottenham Hale, Turnpike Lane, London Bridge, Enfield Island Village, Palmers Green and Enfield Town. Both stops are provided with seating, sheltered and lighting.
- 2.22 **Table 2.3** provides a summary of the local bus routes likely to be used by site users. The relevant TfL bus spider map is included at **Appendix A**.

Table 2.3 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
BP/BY	121	Turnpike Lane and Enfield Island Village	7-11	9-10	13-14
	141	London Bridge and Palmers Green	4-8	6-10	10-13
	232	Turnpike Lane and St Raphael's	10-13	11-12	20
	329	Turnpike Lane and Enfield Town	5-9	6-10	7-10
	W4	Tottenham Hale and Palmers Green	9-13	9-12	11-13
BF/BH	221	Edgware Bus Station and Turnpike Lane Station	6-10	7-11	11-13
A/B	184	Turnpike Lane Station and Barnet	7-10	8-12	10-12
	W3	Northumberland Park Station and Finsbury Park Station	5-9	6-10	9-12

By Underground / Rail

- 2.23 The closest London Underground station to the site is Wood Green Station, which is located approximately 450m to the south of the site. The station is served by the Piccadilly Line with frequent services terminating at Arnos Grove, Cockfosters, Hatton Cross, Heathrow, Northfields, Rayners Park and Uxbridge.

- 2.24 Alexandra Park Station is located approximately 1.1km to the west of the site. The station provides access Great North and Thameslink rail services serving destinations including Moorgate, Kings Cross, Barnet, Welwyn Garden City and Cambridge.

Public Transport Accessibility Level (PTAL)

- 2.25 Public Transport Accessibility Levels are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility.
- 2.26 A copy of the PTAL report is included at **Appendix B**. The site has a PTAL level of 6a, demonstrating that it has an 'excellent' level of accessibility to public transport.

Travel Patterns

- 2.27 The modal split for the existing congregation has been gathered from a survey of the church congregation undertaken on Sunday 2nd July 2023. The full survey results are included at **Appendix C**. The existing site is located on Coburg Road approximately 900m (as the crow flies) to the southwest, with a PTAL of 4. The survey demonstrates that the majority of congregants travel using a car with 25% of people driving and 53% travelling as a passenger in a car, 16% of people also travelled using public transport with 3% walking.

Table 2.4 – Congregation Survey and Modal Split		
Mode	Number	Percentage
Car Driver	25	25%
Car Passenger	54	53%
Public Bus	11	11%
Train	5	5%
DLR	0	0%
Underground	0	0%
Walk	3	3%
Cycle	0	0%
Motorcycle/Scooter	0	0%
Other (taxi)	3	3%
Total	101	100%

3 OBJECTIVES AND TARGETS

Introduction

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 6**.

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

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage site users and staff to use more sustainable ways of travelling to / from the church through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network by reducing the number of children, parents, visitors and staff that travel by car.

3.3 The sub-objectives are:

- **Sub-objective 1:** To increase awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and therefore,
- **Sub-objective 4:** To reduce unnecessary use of the car for the journey to and from the site.

Targets

3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.6 The key action targets are set out below:

- To appoint a Travel Plan Coordinator (TPC) one month prior to the site opening.
- To launch this travel plan upon occupation of the site.
- Carry out baseline travel survey (Year 0) within 3 months of the church opening.
- Carry out a monitoring travel surveys in Year 1 and 3 and a final travel survey in Year 5, at the end of the travel plan period.

Aim Targets

- 3.7 **Table 3.1** outlines the Travel Plan Aim Targets. The targets are set to measure progress towards the main objectives over 5 years. These targets are to be achieved within 5 years of the launch of the Travel Plan. The baseline figures are taken from the existing modal split, as detailed in **Table 2.4**.

Table 3.1 – Travel Plan AIM Targets					
Target	Indicator	Mode Split			
		Baseline	Year 1	Year 3	Year 5
Attendees					
Reduce single occupancy car use by 10% by Year 5	Modal split surveys	25%	22%	19%	15%
Achieve a 10% increase in active travel and public transport users	Modal split surveys	19%	22%	25%	29%

- 3.8 The predicted baseline mode share figures will need to be ratified once the Baseline Survey is undertaken which will inform how attendees actually travel to the church.
- 3.9 The Travel Plan recognises that it is not possible to set accurate targets so far in the future and as such it should be acknowledged that the targets will change over time as results from on-going monitoring becomes available.

4 TRAVEL PLAN STRATEGY

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

Marketing Strategy

- 4.2 Different methods of marketing the Travel Plan will be employed to maximise the impact of the different measures to be implemented, including providing appropriate sustainable transport information.
- 4.3 Methods for disseminating information will include:
- Noticeboards and information points.
 - Training for those involved in the day-to-day management of the church.
- 4.4 Regular announcements will be made with regard to the Travel Plan and travel to the development.

Commitment

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

Travel Plan Management

- 4.6 The church will appoint a Travel Plan Co-ordinator (TPC) at least one month prior to opening.

Name:

Position:

- 4.7 Once the church is put into use, the TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this Travel Plan.
- 4.8 The TPC will be allocated time per week to carry out duties related to the Travel Plan plus additional time during survey, data collection and analysis periods.

Travel Plan Coordinator Responsibilities

- 4.9 The TPC will be responsible for overseeing the Travel Plan for the church. The primary responsibilities of this role include:

- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Monitoring the success of the Travel Plan against the agreed targets;
- Updating the Travel Plan and reviewing targets following monitoring surveys; and
- Acting as a point of contact for all site users regarding travel and the Travel Plan.

4.10 Church staff shall be made aware of the Travel Plan. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained.

4.11 Notice boards and emails will be used as a means of disseminating information to users to promote sustainable travel events, campaigns, promotions, services and initiatives.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan.

Information Provision

- 5.2 Information will be shared in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner. A number of channels will be used to provide church users with information including group texts, email and noticeboards.
- 5.3 The TPC will put up a Travel Noticeboard, providing location maps showing walking and cycling routes to local destinations and public transport information. The noticeboards will also contain references to live public transport information applications such as Citymapper and TfL Go.

Active Modes

- 5.4 Walking and cycling are truly sustainable modes of travel which offers independence, predictable journey times and a range of physical and psychological benefits. Active modes of transport will be encouraged by way of the following measures:
- The TPC will develop materials to highlight the health benefit of walking and cycling.
 - Where appropriate the TPC will promote and encourage participation of the daily mile, which is an initiative which seeks to improve the physical and mental health of children, where they run or jog for 15 minutes (or less) every day. Promotional can be found at: <https://thedailymile.co.uk/parents-and-carers/>.
 - A total of 10 on-site cycle parking spaces will be provided for staff and visitors.
 - The use of on site cycle parking will be monitored to enable consideration to be given to the provision of additional parking if demand warrants it.
 - Staff and users of the site will be made aware of the free cycle training available to those that live, work or study within the Borough. More information can be found at: <https://www.lbbd.gov.uk/cycling-in-the-borough>.

Measures for People with Disabilities

- 5.5 There are opportunities for Blue Badge holders to drive to the development and park on-site, 9 car parking spaces are provided to the rear of the building with an additional 4 on an area of hardstanding in front of the building. Further disabled opportunities are located outside along

surrounding roads with blue badge holder able to park in residents permit holder bays on Stuart Crescent.

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

Public Transport

- 5.7 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 8km.
- 5.8 Up-to-date details of bus, rail and taxi services, including route information and service frequencies, will be made available to all site users and staff. TfL and National Rail related applications will be promoted through all relevant means.

6 MONITORING AND REVIEW

- 6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the travel plan.
- 6.2 Surveys will be carried out in Year 0 (opening year) and years 1, 3 and 5 to monitor progress towards the interim and final targets.
- 6.3 Cycle storage and car parking areas will be regularly monitored to determine whether facilities are adequate.
- 6.4 This will enable consideration to be given as to whether action is necessary to address issues through the Travel Plan.
- 6.5 Following completion of travel surveys, survey data and data gathered from feedback received will be revised and a review of the Travel Plan undertaken to ascertain whether any changes or new measures are needed to help achieve targets.

7 ACTION PLAN

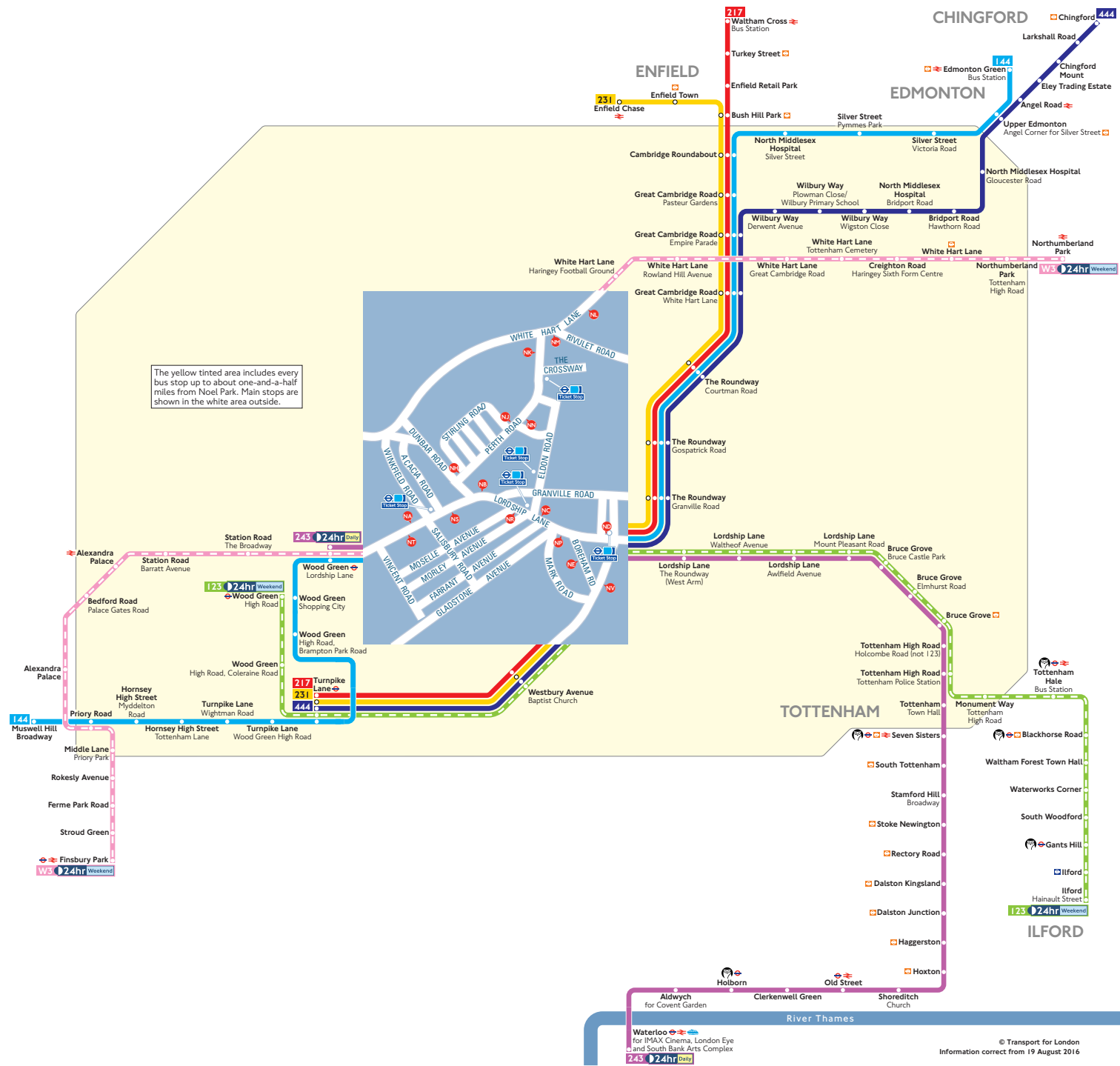
7.1 The Travel Plan Action Plan is outlined in **Table 7.1** below.

Table 7.1: Action Plan		
Action	Responsibility	Target Date
Completion of Travel Plan	TPC / Church Management	Subject to approval from the Council
Appoint Travel Plan Coordinator (TPC)	TPC / Church Management	One month prior to the development opening
Launch Travel Plan	TPC / Church Management	Upon opening the development
Baseline Travel Survey (Year 0)	TPC / Church Management	Within 3 months of occupation
Interim Monitoring Travel Surveys (Year 1 and 3)	TPC / Church Management	Within one month of the anniversary of the Baseline Travel Survey
Final Travel Survey and Full Review at end of Year 5	TPC / Church Management	Within one month of the anniversary of the Interim Monitoring Travel Survey
Monitor use of the cycle store and parking space	TPC / Church Management	Weekly monitoring to be recorded

Appendix A

(Bus Spider Map)

Buses from Noel Park



Route finder

Bus route	Towards	Bus stops
123 24hr Weekend	Ilford	ND NE
144	Wood Green	NV
144	Edmonton Green	NA NB NC ND
217	Muswell Hill	NP NR NS NT
231	Turnpike Lane	NV
231	Waltham Cross	NE
231	Enfield	NE
231	Turnpike Lane	NV
243 24hr Daily	Waterloo	NA NB NC ND
243 24hr Daily	Wood Green	NP NR NS NT
444	Chingford	NE
444	Turnpike Lane	NV
W3 24hr Weekend	Finsbury Park	NL NM NN NS NT
W3 24hr Weekend	Northumberland Park	NA NB NC ND

Other buses

Bus route	Towards	Bus stops
617	Turkey Street	NE
School journey	Turnpike Lane	NV

Key

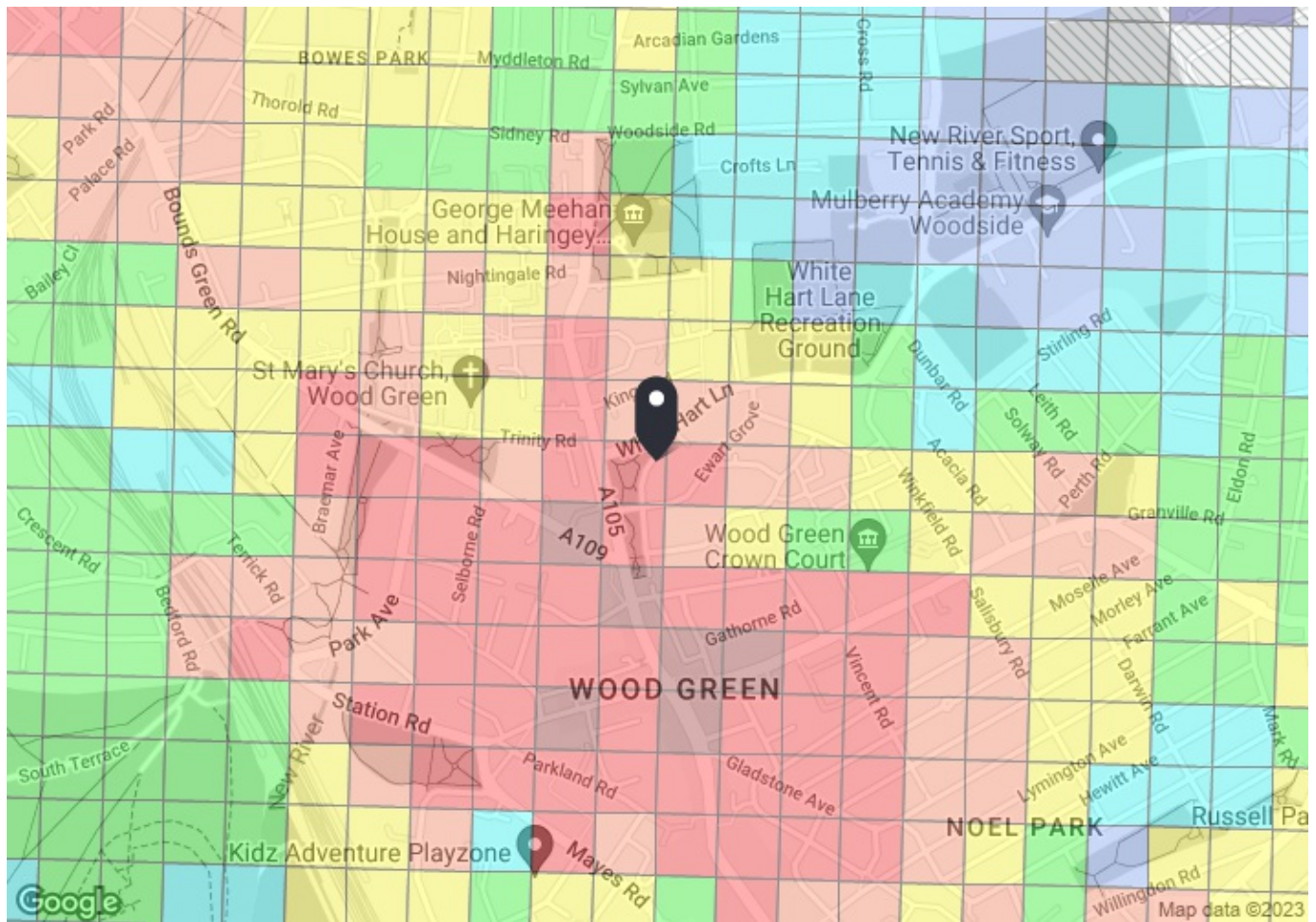
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Appendix B

(PTAL Report)



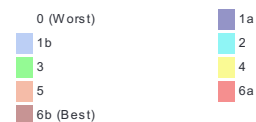
PTAL output for Base Year 6a

N22 5NJ
Stuart Cres, London N22 5NJ, UK
Easting: 530983, Northing: 190757

Grid Cell: 135458

Report generated: 29/06/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

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 Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WOOD GREEN STATION	123	534.5	5.5	6.68	7.45	14.14	2.12	0.5	1.06
Bus	WOOD GREEN STATION	29	534.5	15	6.68	4	10.68	2.81	0.5	1.4
Bus	WOOD GRN STN LORDSHIP LN	243	538.79	11	6.73	4.73	11.46	2.62	0.5	1.31
Bus	WOOD GREEN BUS GARAGE	67	343.47	6	4.29	7	11.29	2.66	0.5	1.33
Bus	HARINGEY CIVIC CENTRE	221	223.61	5	2.8	8	10.8	2.78	0.5	1.39
Bus	HARINGEY CIVIC CENTRE	329	223.61	10	2.8	5	7.8	3.85	1	3.85
Bus	HARINGEY CIVIC CENTRE	121	223.61	6	2.8	7	9.8	3.06	0.5	1.53
Bus	HARINGEY CIVIC CENTRE	232	223.61	4	2.8	9.5	12.3	2.44	0.5	1.22
Bus	HARINGEY CIVIC CENTRE	141	223.61	9.5	2.8	5.16	7.95	3.77	0.5	1.89
Bus	WOOD GREEN STATION ROAD	184	446.81	7	5.59	6.29	11.87	2.53	0.5	1.26
Bus	WOOD GREEN STATION ROAD	W3	446.81	11.5	5.59	4.61	10.19	2.94	0.5	1.47
Bus	WHITE HART LANE, STUART CRESCENT	W4	96.67	6	1.21	7	8.21	3.65	0.5	1.83
LUL	Wood Green	'Cockfosters-LHRT4LT '	401.91	4.67	5.02	7.17	12.2	2.46	0.5	1.23
LUL	Wood Green	'RayLane-Cockfosters '	401.91	3.67	5.02	8.92	13.95	2.15	0.5	1.08
LUL	Wood Green	'LHRT4LT-ArnosGrove '	401.91	4.67	5.02	7.17	12.2	2.46	0.5	1.23
LUL	Wood Green	'ArnosGrove-RayLane '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'ArnosGrove-Nthfields '	401.91	3	5.02	10.75	15.77	1.9	0.5	0.95
LUL	Wood Green	'Oakwood-RayLane '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'Nthfields-Cockfoster '	401.91	1	5.02	30.75	35.77	0.84	0.5	0.42
LUL	Wood Green	'LHRT5-Cockfosters '	401.91	6	5.02	5.75	10.77	2.78	1	2.78
LUL	Wood Green	'Uxbridge-Cockfosters '	401.91	3.67	5.02	8.92	13.95	2.15	0.5	1.08
LUL	Wood Green	'Ruislip-Cockfosters '	401.91	2.33	5.02	13.63	18.65	1.61	0.5	0.8
LUL	Wood Green	'ArnosGrove-Uxbridge '	401.91	1	5.02	30.75	35.77	0.84	0.5	0.42
LUL	Wood Green	'Oakwood-Uxbridge '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'Oakwood-Ruislip '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
Total Grid Cell AI:										30.17

Appendix C

(Travel Survey Results)

Summary of Church Travel Survey On Sunday 2 July 2023

Travel Model	No. of members	% of members
Car Driver	25	24.75%
Car Passenger	54	53.47%
Public Bus	11	10.89%
Train	5	4.95%
DLR	0	0.00%
Underground	0	0.00%
Walk	3	2.97%
Cycle	0	0.00%
Motorcycle/Scooter	0	0.00%
Other (cab)	3	2.97%
Total	101	



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