Residential and Commercial Development
76 Mayes Road, Wood Green, London, N22

Commercial Travel Plan

for

Weston Homes

motion

Document Control Sheet

Residential and Commercial Development

76 Mayes Road, Wood Green, London, N22

Weston Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
07/11/2024	1st Draft	AM	AM

Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

Contents

1.0 Introduction 1
2.0 Baseline Conditions 2
3.0 Approved Development 6
4.0 Target 8
5.0 Management 9
6.0 Measures 10
7.0 Monitoring and Reporting Programme 13
8.0 Action Plan 14

1.0 Introduction

Overview

1.1 This commercial Travel Plan (TP) has been prepared by Motion on behalf of Weston Homes to accord with the Section 106 Legal Agreement (S106; dated 4 May 2021) accompanying the approved development of 75 residential units (Land Use Class C3; 66.7% private residential units & 33.3% affordable residential units) and 953 square metres (m²) of commercial floor space (Land Use Classes A1-A5, B1 and B8) at the junction of 76 Mayes Road and Caxton Road, Wood Green, N22, in the London Borough of Haringey (planning ref. H.

Scheme Details

1.2 The site is in a highly accessible location, the Public Transport Accessibility Level being 5-6.

1.3 The scheme is car-free, there being no on-site car parking provision, no allocated off-site car parking, and just 8 off-site car parking bays being provided for use by people with additional mobility needs (i.e. people eligible to be a 'Blue Badge' holder).

1.4 Financial support is to be forthcoming from the developer towards car club provision, in the form of:

- (i) seeking to establish a car club vehicle in the vicinity of the development;

should that be achieved,

- (ii) funding a minimum of two car parking bays for the car club.

1.5 A £15,000 Travel Plan Monitoring Contribution will be paid to LBH in respect of the Council's costs of monitoring this commercial Travel Plan and the residential Travel Plan.

1.6 A 'Sustainable and Active Travel Contribution' of £30,000 will be paid to LBH towards improvement of walking and cycling conditions on Caxton Road/Caxton Mews, Mayes Road, Brook Rood, and Hornsey Park Road.

1.7 Off-site highway works are also being delivered as part of this scheme, resulting in improved provision for pedestrians, wheelchair users, and cyclists, traffic calming measures along Mayes Road and at the junction of Mayes Road and Broom Road, and kerb-level crossings for pedestrians, wheelchair users, and cyclists, on Mayes Road and at the junction of Mayes Road and Broom Road.

Report Content

1.8 This Travel Plan comprises the following:

- Section 2 - details the site location and pre-development accessibility;
- Section 3 – describes the approved development;
- Section 4 – present the stipulated Travel Plan target;
- Section 5 – explains how the Travel Plan will be managed, secured, and enforced;
- Section 6 – sets out the implementation measures designed to meet the target;
- Section 7 – covers the monitoring and reporting programme; and,
- Section 8 – provides an Action Plan summarising implementation of the Travel Plan.

2.0 Baseline Conditions

Site Location

2.1 The site is in the Wood Green area of the London Borough of Haringey, situated east of Caxton Road and north of Mayes Road (B151). Wood Green Underground station is approximately 300 metres (straight line distance from the centre of the site) north of the site.

2.2 The site in relation to the local public transport interchanges is illustrated at Figure 2.1 below.

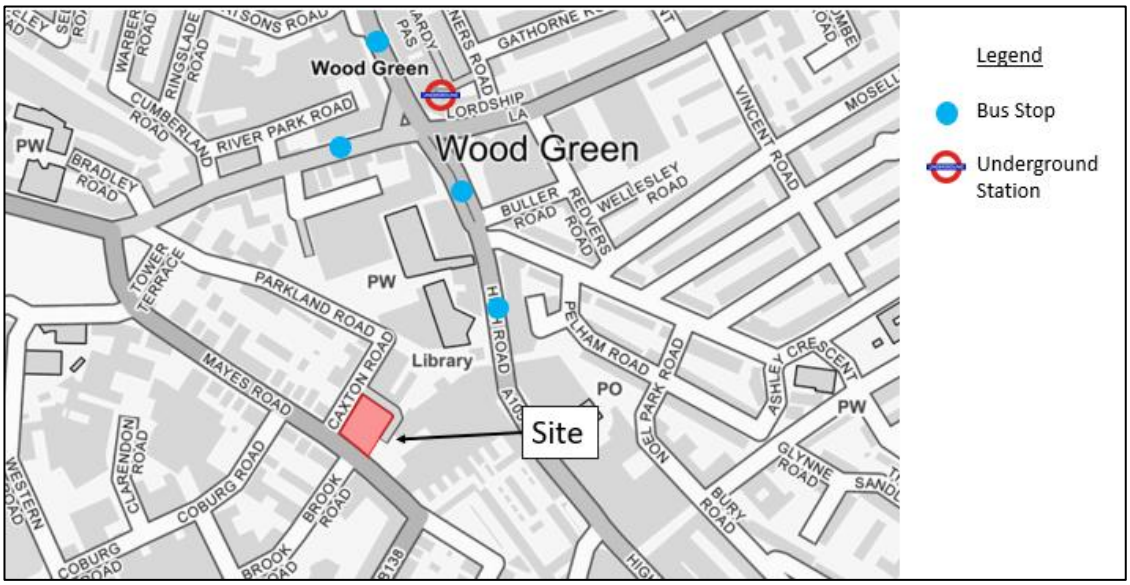

Figure 2.1: Site Location in Relation to Local Public Transport Interchanges

Public Transport

Public Transport Accessibility Level

2.3 Transport for London provides a score that reflects access to public transport services from the specified location assuming a walking distance of 640 metres to a bus stop and 940 metres to a railway or tube station.

2.4 These scores are referred to as Public Transport Accessibility Levels (PTAL) and range from 1-6 with 6 being high and 1 being low. The following considerations are excluded from PTAL:

- the speed or utility of accessible services;
- crowding, including the ability to board services; or
- ease of interchange.

2.5 As illustrated at Figure 2.2 the application site is situated in an area bordering three PTAL scores ranging between 5 and 6, indicating 'very good' and 'excellent' levels of public transport accessibility.

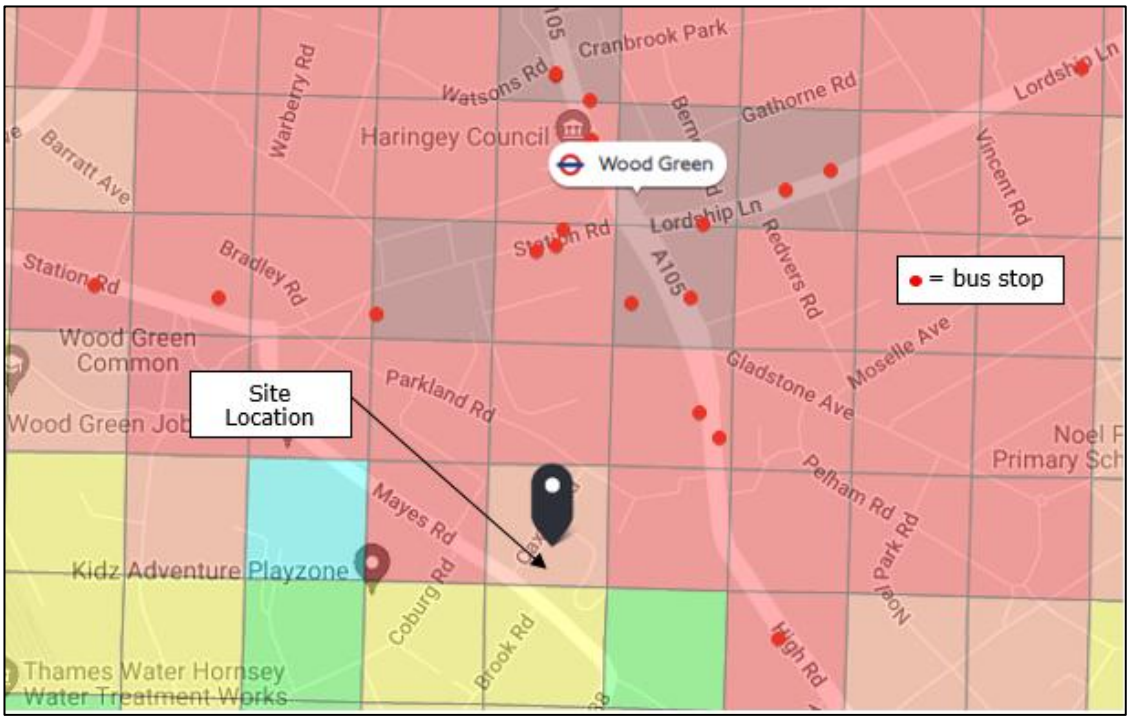

Figure 2.2: Public Transport Accessibility Level Map

Accessibility by Bus

2.6 As illustrated at Figure 2.1, the bus stops closest to the site are located on the A105 to the north of the site. The bus services that run from these stops are numbers 121, 141, 144, 184, 221, 232, 329, W4, N29, and N91.

2.7 The two night bus services operate at the following times:

- N29

Monday – Thursday night/Tuesday – Friday morning, and Sunday night/Monday morning
00:32, 00:42, 00:52, then every 9-11 minutes, 05:03, 05:15, 05:26, 05:37

Friday night/Saturday morning and Saturday night/Sunday morning
00:32, 00:42, 00:52, then every 10-11 minutes, 05:02, 05:13, 05:23, 05:33

- N91

Monday – Thursday night/Tuesday – Friday morning
At 27 and 57 minutes past between 00:27 and 03:57, then at 04:28, 04:48, 05:10

Friday night/Saturday morning
23:46, 00:15, 00:45, 01:15, 01:34, 02:11, 02:41, 03:12, 03:43, 04:13, 04:43, 05:08

Saturday night/Sunday morning
23:49, 00:19, 00:49, 01:19, 01:48, 02:18, 02:48, 03:18, 03:48, 04:18, 04:48, 05:18, 05:48, 06:18, 06:48

Sunday night/Monday morning
23:36, 23:56, 00:26, 00:57, 01:27, 01:57, 02:27, 02:57, 03:27, 03:57, 04:28, 04:48, 05:10

2.8 The remainder of these local bus services are summarised at Table 2.1.

Service Number	Route	Approximate Daytime Service Frequency		
		Mon.-Fri.	Sat.	Sun.
121	Enfield Island Village - Enfield Lock - Southbury - Enfield - Oakwood - Southgate - Palmers Green - Wood Green - Turnpike Lane Station	10-12 minutes	15-20 minutes	15-20 minutes
141	Tottenhall Road – London Bridge station	5-8 minutes	7-11 minutes	8-12 minutes
144	Muswell Hill - Wood Green - Edmonton Green	8-12 minutes	12 minutes	10-12 minutes
184	Turnpike Lane - Wood Green - Arnos Grove - Barnet, Chesterfield Road	8-9 minutes	8-10 minutes	12-20 minutes
221	Edgware - Mill Hill - Woodside Park - North Finchley - Friern Barnet - New Southgate - Bounds Green - Wood Green - Turnpike Lane Station	8 minutes	5-8 minutes	10-15 minutes
232	St Raphael's - Brent Cross - Arnos Grove - Turnpike Lane	12-20 minutes	12-20 minutes	20-30 minutes
329	Enfield - Winchmore Hill - Turnpike Lane	8-10 minutes	10-12 minutes	10-15 minutes
W4	Ulster Gardens – Ferry Lane Primary School	8-11 minutes	9-13 minutes	11-13 minutes

Table 2.1: Summary of Local Bus Services

Accessibility by Rail

2.9 Wood Green Underground station is an 8-minute walk or 5-minute cycle ride north of the site (450 metres). Transport for London operates Piccadilly Line services through this station, eastbound to Cockfosters and Arnos Grove and westbound to Uxbridge and London Heathrow terminals.

2.10 Alexandra Palace mainline railway station is 750 metres north-west of the site, accessible on foot in 9 minutes and in 3 minutes by cycle. The train operating company Great Northern operates services through this station, to Stevenage, Welwyn Garden City, Moorgate, London King's Cross, and Cambridge.

2.11 There are 5 cycle parking stands inside and opposite the booking office. The station can also be reached using the public hire electric cycle scheme operated by Lime.

Highway Network

2.12 This site lies on the B151/Mayes Road at the junction with Caxton Road. The B151 starts as a continuation of the B138 at the corner of Hornsey Park Road and Hayes Road by the entrance to the Wood Green Shopping Centre. It continues to Alexandra Palace railway station and ends at the A109 Bounds Green Road.

Walking and Cycling

2.13 The site is located within 500 metres of the Wood Green shopping centre and local amenities. The nearby surrounding roads include footways, street lighting, and crossing facilities.

2.14 Cyclists are accommodated within the on-carriageway on the road network local to the site.

2.15 The Transport for London travel time map (TIM) for cycle journeys has been produced, illustrating 15-minute travel time bands for the area around the site, as shown at Figure 2.3. This map indicates that Broomfield Park, Tottenham, Harringay Warehouse District, and Muswell Hill are within a 15-minute cycle ride of the site. Within a 30-minute cycle ride of the site, destinations reached include Whetstone, Oakwood, Edmonton, Walthamstow, St. James' Park, Dalston, Chalk Farm, Hampstead Heath, and Finchley.

2.16 An extract from the TIM map is shown at Figure 2.3.

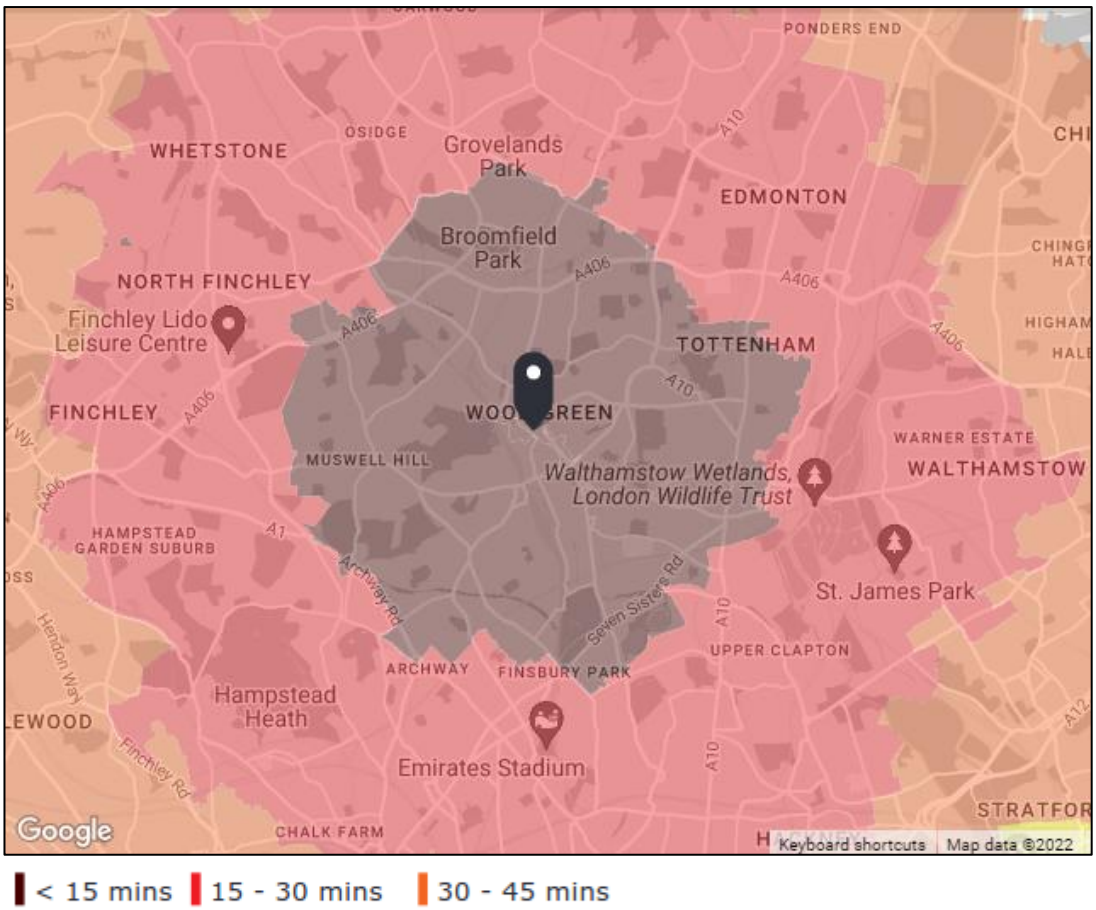

Figure 2.3: Travel Time Mapping - Cycling

3.0 Approved Development

Overview

3.1 The approved development comprises construction of 75 dwellings (66.7% private residential units & 33.3% affordable residential units) and 953 square metres (m²) of commercial floor space (Land use Classes A1-A5, B1 and B8) on land at the junction of 76 Mayes Road and Caxton Road in Wood Green, London.

3.2 The commercial development comprises 7 individual units on the ground floor, accompanied by a dedicated cycle store for users of the commercial units, with capacity for parking 10 cycles (5 Sheffield stands).

Operational Stipulations

3.3 The permitted B8 use shall only be ancillary to the B1 use hereby permitted.

3.4 Any café/restaurant use (Land Use Class A3) shall only be open to the public between the hours of 07:00 to 23:00 (Monday to Saturday) and 08:00 to 23:00 (Sundays and Public Holidays).

Vehicular Access

3.5 There will be no on-site vehicular access.

Public Access

3.6 Members of the public will be permitted to pass and re-pass on foot and by cycle a Public Access Area linking Mayes Road with Wood Green high street north of the site.

3.7 An Access Strategy will be produced and submitted to LBH for approval.

Car Club Provision

3.8 Liaison will be undertaken by the developer with a car club operator such that all reasonable endeavours can be applied to establishing car club provision in the vicinity of the development, and a minimum of two car parking bays will be provided for the car club.

Car Parking

3.9 There will be no on-site car parking provided as part of the approved development, and no allocated off-site car parking.

3.10 Eight off-site spaces will be provided for 'Blue Badge' holders - three in the vicinity of the site, which will also be available for use to charge electric vehicles, and five spaces elsewhere.

Cycle Parking

3.11 Cycle parking will be provided as per the scheme agreed for discharge of planning condition 21.

Off-Site Improvements

3.12 As part of the development, improvements will be made to the public realm along Mayes Road and Caxton Road.

3.13 The existing vehicular crossovers from Caxton Road and Mayes Road adjacent to the development will be removed and new paved footway instated.

3.14 New paved footway will be provided along the site frontage on Caxton Road and Mayes Road, and along the western side of Caxton Road leading from Mayes Road adjacent to the on-street car parking bays there.

3.15 Those existing on-street residents' car parking bays (on the western side of Caxton Road) will be converted to "shared" 'Blue Badge' holder bays and electric vehicle charging bays.

3.16 The existing cycle lane along Mayes Road will be extended north along Caxton Road, adjacent to the new development.

3.17 The existing central pedestrian refuge island on Mayes Road (at the south-western corner of the site) will be reconstructed on top of a raised table, to provide a traffic speed calming measure, and provide for level access across the road for pedestrians and wheelers.

3.18 A raised table will also be provided at the entrance to Broom Road, at the junction with Mayes Road opposite the site, providing the same speed calming and level access benefits mentioned above.

4.0 Target

4.1 The development is car-free, so it is neither necessary nor appropriate to set a modal split target related to the reduction of single-occupancy car travel.

4.2 The results of the baseline travel survey covering users of the commercial development will inform the setting of an appropriate target supporting use of active and/or sustainable travel.

5.0 Management

5.1 A Travel Plan Co-ordinator (TPC) will be appointed to implement the measures set out in this Travel Plan, in relation to users of the approved commercial development.

5.2 The main TPC responsibilities are to:

- be the point of contact for site-related travel queries;
- manage implementation of the measures in this Travel Plan;
- administer Travel Plan-related documentation;
- liaise with stakeholders as appropriate (e.g. LB Haringey, Weston Homes); and,
- deliver the monitoring programme detailed in this Plan.

5.3 Contact details for the TPC will be made available to occupants of the proposed development for effective communication and liaison regarding travel to and from the site.

5.4 The TPC contact details will also be supplied to the London Borough of Haringey, with updated contact details being supplied as and when those details change.

6.0 Measures

Overview

6.1 The measures detailed here are appropriate for the target audience comprising users of the new commercial units.

6.2 The Action Plan in this report incorporates these measures alongside the party/ies responsible for carrying out and funding each action and a likely timescale for implementation.

6.3 In summary, the measures supporting achievement of the Travel Plan target are:

- delivery of a 'car-free' development (appropriate provision being made for people with additional mobility needs) in a highly accessible location;
- lack of eligibility for residents' car parking permits;
- financial contribution of £4,000 towards amendment of the associated controlled parking zone (CPZ) Traffic Management Order;
- car club provision (2 parking bays, and financial incentives);
- financial incentive for the purchase of a cycle, should the car club financial incentive not be taken up;
- a £15,000 Travel Plan Monitoring Contribution towards the Council's costs of monitoring this commercial Travel Plan and the residential Travel Plan;
- a £30,000 'Sustainable and Active Travel Contribution' towards improvement of walking and cycling conditions on Caxton Road/Caxton Mews, Mayes Road, Brook Rood, and Hornsey Park Road;
- off-site highway works resulting in improved provision for pedestrians, wheelchair users, and cyclists, traffic calming measures along Mayes Road and at the junction of Mayes Road and Broom Road, and kerb-level crossings for pedestrians;
- permeability for active modes through retention of the public access route adjacent to the site;
- management of the Travel Plan by a Travel Plan Co-ordinator;
- information provision in the form of a Travel Information Pack (TIP); and,
- a monitoring and reporting programme.

Physical Infrastructure

Connecting the site into existing active travel networks

6.4 As part of the development, improvements will be made to the public realm along Mayes Road and Caxton Road.

6.5 The existing vehicular crossovers from Caxton Road and Mayes Road adjacent to the development will be removed and new paved footway instated.

6.6 New paved footway will be provided along the site frontage on Caxton Road and Mayes Road, and along the western side of Caxton Road leading from Mayes Road adjacent to the on-street car parking bays there.

6.7 The existing cycle lane along Mayes Road will be extended north along Caxton Road, adjacent to the new development.

6.8 The existing central pedestrian refuge island on Mayes Road (at the south-western corner of the site) will be reconstructed on top of a raised table, to provide a traffic speed calming measure, and provide for level access across the road for pedestrians and wheelers.

6.9 A raised table will also be provided at the entrance to Broom Road, at the junction with Mayes Road opposite the site, providing the same speed calming and level access benefits mentioned above.

Permeability for active travel modes – walking, running, wheeling, scooting, & cycling

6.10 The existing public access route along the western site boundary will be retained, providing access to Wood Green high street north of the site.

On-site cycle parking

6.11 Cycle parking will be provided as per the scheme agreed for discharge of planning condition 21.

Financial contributions

6.12 The following financial contributions will be paid by Weston Homes to LB Haringey:

- £15,000 in respect of LB Haringey's costs of monitoring this, and the residential, Travel Plan; and,
- £30,000 for works to improve walking and cycling conditions on Caxton Road/Caxton Mews, Mayes Road, Brook Road and Hornsey Park Road.

Management

6.13 Weston Homes will appoint a Travel Plan Co-ordinator (TPC) to carry out the following responsibilities during the lifetime of the Travel Plan:

- be the point of contact for site-related travel queries;
- implement the measures in this Travel Plan;
- administer Travel Plan-related documentation;
- liaise/negotiate with a variety of external stakeholders as appropriate (e.g. LB Haringey, Transport for London, car club operator, etc.);
- deliver the monitoring programme detailed in this Plan; and,
- report the travel survey data to LB Haringey.

6.14 The TPC will remain in place until approval of the Travel Plan Monitoring Report submitted 5 years following occupation of the final phase of the development has been supplied.

6.15 Weston Homes will advise LB Haringey of any changes in the appointment of the TPC at the time such a change is made.

Information Provision

Travel Information Pack

6.16 A Travel Information Pack (TIP) will be produced and supplied to each household as they move in. The TIP will contain the following information:

- contact details for the Travel Plan Co-ordinator;
- the health benefits of active travel;
- journey planning tools and sources of information;

- the location of and means of accessing local amenities (e.g. health, education, retail and leisure amenities), focussing on use of active and/or sustainable modes;
- the location of and means of accessing local transport facilities (bus and rail);
- mapping of local cycling and walking routes, and the local Public Rights of Way network;
- details of national walking and cycling organisations, and any local cycling and/or walking groups;
- the operators of, services from, and facilities available at local public transport interchanges;
- any local community transport provision;
- any assistance available for mobility-impaired travellers;
- information about the more efficient forms of car travel, i.e. lift-sharing and car clubs;
- information about cleaner-fuelled vehicles, i.e. electric and hybrid vehicles;
- ways in which to reduce the need to travel, i.e. linking trips, working from home, online shopping;
- cycle maintenance and cycling skills provision;
- promotion of 'buddy groups' for active travel modes (i.e. to provide companionship, motivation, address concerns about and perception of danger, support social cohesion, and develop a sense of community);
- safety advice for walking and cycling, including appropriate motor vehicle driver behaviour; and
- promotion of local and/or national organisations involved with active and/or sustainable travel.

Monitoring and Reporting

6.17 Progress being made towards achievement of the Travel Plan target will be tracked and reported through the monitoring and reporting programme set out in this Travel Plan.

7.0 Monitoring and Reporting Programme

7.1 To track progress towards the Travel Plan target surveys will be undertaken to provide data illustrating site users' travel patterns.

7.2 The surveys will take the form of the Standard Assessment Methodology (SAM) devised by TRICS (Trip Rate Information Computer System) (http://www.trics.org/sam_process.aspx) in order that the data can be added to the TRICS database.

7.3 The initial survey will be undertaken no later than 6 months after the date the first commercial unit is occupied.

7.4 Subsequent rounds of monitoring will be undertaken annually until five years after occupation of the final phase of development.

7.5 Results of the baseline travel survey will be used to set an appropriate target supporting use of active and/or sustainable travel.

7.6 The travel survey data will be presented in report format and submitted to the Council for approval within 3 months of each survey.

8.0 Action Plan

8.1 The Action Plan at Table 8.1 below sets out the programme for delivering the approved development scheme, alongside the relevant timescale, and the party/ies responsible in each instance. In all cases, Weston Homes and/or their successor in title and/or their appointed agent is/are the source of funding.

Action	Party/ies Responsible	Timescale
Deliver the approved car-free development	Weston Homes/ successor/appointed agent	As per the approved development scheme
Install on-site and off-site infrastructure for pedestrians, cyclists, wheelchair-users, and drivers		During construction phases
Provide financial contributions.		As per S106 obligations
Appoint Travel Plan Co-ordinator		No less than 6 months prior to occupation
Produce Travel Information Pack		
Distribute Travel Information Pack		Upon occupation
Arrange baseline travel survey		Within 6 months of first occupation
Undertake baseline monitoring survey	Third party survey company	
Report the travel survey data	Weston Homes/ successor/appointed agent	Within 3 months of receiving survey data
Arrange anniversary monitoring surveys		Annually up to 5 years following occupation of the final phase of development
Undertake anniversary monitoring surveys	Third party survey company	
Liaise with relevant parties	Weston Homes/ London Borough of Haringey/etc.	Throughout the life of the Travel Plan
Sign off Travel Plan	London Borough of Haringey	As part of approving the final travel survey data report

Table 8.1: Action Plan