



Travel Plan

Assunnah Islamic Centre, High Road, Tottenham, N17 6SN

Assunnah Islamic Centre

23 July 2026

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1 Introduction

1.1 Overview

AVAL Consulting Group Limited (ACGL) has been commissioned by Assunnah Islamic Centre to provide the Transport Assessment to support the Planning Application for the redevelopment of the religious centre. The Site address is at Assunnah Islamic Centre, High Road, Tottenham, N17 6SN. This accompanies the Planning Application to the Local Authority (London Borough of Haringey (LBH)) for consent to undertake the proposed work at the site.

The proposed development comprises the partial demolition of the existing buildings and the erection of a replacement three-storey building with basement, for use as an Islamic Centre (Use Class F1), together with associated external works.

The development seeks to enhance and modernise the existing facility to provide improved religious, educational, and community spaces, while maintaining the established use of the site.

This TP has been carried out in accordance with good practice guidelines and has been prepared in accordance with National Planning Policy Framework (NPPF) (2024) and current Planning Guidance documents for LBH.

1.2 Objective

Although this is a Full Travel Plan document, which sets out specific objectives, targets, measures and details about predicted travel behaviour and mode share, some elements are considered 'interim'. These are interim as the result is not yet known i.e., the targets and mode share are predictions, as a baseline travel survey will not be undertaken until within three months of first occupation or at 75% occupancy, whichever occurs first. The targets and mode share will be updated based on the travel patterns from the baseline survey.

The TP will be a living document, providing detailed long-term transport solutions for the commercial scheme.

1.3 Travel Plans

A TP is becoming increasingly important in delivering new developments, as it ensures a range of sustainable transport solutions are implemented. As such it should be considered an important, integrated element to the development.

In this instance, the aim of the TP process is primarily to assist in ensuring the success of the development.

1.4 Definition of a Travel Plan

"A Travel Plan is a long-term management strategy for an organisation, site or area, which is aimed at promoting the use of sustainable modes of transport and providing choice for the user, with an end objective of reducing the environmental impacts of travel and dependency on the private car for single-occupancy trips."

The objectives and supporting measures may need adjusting throughout the planning process, and thereafter throughout the lifespan of the development. This may result in the introduction of new objectives if required, and/or alternate measures to achieve these.

1.5 Site Location and Details

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Transport Statement
Assunnah Islamic Centre, High Road, Tottenham, N17 6SN
Assunnah Islamic Centre
Project Reference: 95002



2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2024)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent NPPF is dated December 2024. There were minor updates in February 2025, but this did not constitute a change from the version published in December 2024. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

The draft NPPF that was consulted on between December 2025 – March 2026 is likely to be adopted during the course of this Planning Application

Three dimensions of sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF still has a “presumption in favour of sustainable development” and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development on locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource that brings together planning guidance on various topics in one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements, and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts).

The guidance highlights that TAs, TSs, and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 Regional Guidance

2.2.1 Adopted London Plan – March 2021

The London Plan sets out the integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The London Plan was adopted in January 2011 and has subsequently been revised several times, with a recent version before this being the ItP Draft London Plan (Dec 2019) and then the Publication London Plan (Dec 2020).

It is, however, the most up-to-date London Plan (March 2021) that has been referred to here. Commercial parking standards, cycle parking standards, public realm and accessibility policies relevant to this application have all been drawn from this version of the London Plan.

Specific transport policies are described in Chapter 6 of the London Plan with parking policies discussed in Sections 6.1 and 6.2. Without reproducing the detailed content of each policy, integrating transport and development is the central theme, with an aspiration to encourage development that reduces the need to travel, especially by car, and locating developments that generate high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high-quality pedestrian environments and details car parking standards for various forms of land use.

Section 1.0.6 states that:

“The London Plan covers the full range of planning issues, from the number of homes London needs to the design of its streets, and each policy must be clear and implementable. But the Plan is not only a set of individual policies – taken together, but these policies also provide a vision for how London should sustainably grow and develop in the future.”

”

2.2.2 London Borough of Haringey Local Plan (March 2013)

The LBH Draft Local Plan is designed for the years 2013-2026. The Sustainable Transport and Infrastructure Policy includes all the relevant information and sub-policies regarding transport.

Policy SP7 - Transport states that:

“Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor’s Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey’s regeneration and local/strategic access to London, employment areas and local services;

- *The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;*
- *Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;*
- *Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;*
- *Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Haringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;*
- *Improvements to interchanges at Tottenham Hale and Seven Sisters;*
- *Improvements to the Tottenham Gyratory; and*
- *Improvements to east - west bus routes as well as promoting new east - west routes.*

Delivering Action on Climate Change and Quality and Healthy Places

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services; ▪ Promoting car sharing and establishing car clubs;*
- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- *Adopting maximum car parking standards and car free housing wherever feasible;*
- *Seeking to mitigate the impact of road based freight and promote alternatives;*
- *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.”*

2.3 Overall Guidance

The proposed development has been considered in the context of national guidance, the London Borough of Haringey Draft Local Plan (2013–2026), and the London Plan. In particular, Policy SP7 – Transport sets out the Council's strategic approach to delivering regeneration, improving accessibility and promoting sustainable travel across the borough.

Policy SP7 seeks to enhance local and strategic connectivity in line with the Mayor's Transport Strategy and the Local Implementation Plan. This includes improvements to key public transport corridors and interchanges, such as enhancements to Bruce Grove Station and wider Overground services, as well as improved bus connectivity and safer pedestrian environments in town centres. Given the site's location within a highly accessible urban area off Tottenham High Road, the proposal aligns with the policy objective of locating development in areas with strong public transport provision and established access to local services.

Policy SP7 also places significant emphasis on climate change mitigation, congestion reduction and the creation of healthy places. Development proposals are expected to minimise reliance on the private car, promote walking, cycling and public transport use, and adhere to maximum car parking standards. The London Plan reinforces this approach by prioritising active travel, public transport accessibility, car-free development in well-connected locations, and the provision of high-quality cycle parking in accordance with adopted standards.

In this context, the site's sustainable location supports the principle of limited car parking provision and a strong emphasis on non-car modes. The scale and nature of

the proposed development are consistent with the objective of integrating land use and transport planning, ensuring that trip generation is accommodated by existing public transport capacity and local infrastructure. Furthermore, the preparation of a Transport Assessment accords with SP7 requirements and Transport for London guidance, demonstrating that the proposal appropriately considers traffic impact, accessibility, servicing and opportunities to encourage sustainable travel behaviour.

Overall, the development accords with the strategic transport objectives of the Local Plan and the London Plan by supporting regeneration in a well-connected location, promoting sustainable travel choices, minimising environmental impacts and contributing to a safer, healthier urban environment.

3 Existing Transport Conditions and Site Accessibility

3.1 Site Context

The site is presently occupied by the Assunnah Islamic Centre, which includes a locally listed building along with ancillary spaces supporting worship, educational programmes, and community functions. Positioned in a backland setting to the west of the High Road frontage, the site is reached via an established access route situated between existing commercial properties. The current use results in consistent daily footfall linked to prayer services, classes, and community gatherings, with activity levels fluctuating across the week and increasing during religious observances.

3.2 Existing Site

3.2.1 Pedestrian Facilities

The surrounding area benefits from well-established pedestrian infrastructure. Tottenham High Road provides continuous footways on both sides, generally of sufficient width, with dropped kerbs and tactile paving at key crossing points. Street lighting and active frontages help create a safe and attractive environment for pedestrians. Both formal and informal crossing opportunities are available in the vicinity, facilitating safe access to nearby bus stops, rail stations, and local amenities. Overall, the environment is well suited to walking for short to medium-distance journeys.

3.2.2 Cycle Network

Cycling is facilitated by the urban character of the surrounding road network and the area's relatively level topography. Tottenham High Road functions as an important north-south corridor, offering connections to nearby districts and linking to the wider cycle network across North London. Although much of the route operates on-carriageway, traffic speeds are typically in keeping with an urban setting. Overall, the site's location presents genuine opportunities for cycling, particularly for shorter, local trips.

3.2.3 Public Transport Facilities

The site benefits from excellent accessibility by a range of public transport modes. Tottenham High Road is served by frequent bus services operating throughout the day and evening, providing direct connections to destinations such as Wood Green, Enfield, Stamford Hill and Central London. Bus stops are located within a short walking distance of the site, offering convenient access for visitors and staff.

Rail services are available from Bruce Grove Station, which provides London Overground connections to Liverpool Street, Enfield Town and Cheshunt, enabling interchange with the wider rail and Underground network. Seven Sisters Station is also accessible on foot and provides London Underground Victoria line services, offering fast links to King's Cross, Oxford Circus and Victoria, together with National Rail services towards Hertfordshire.

This combination of local and strategic bus and rail services ensures the site is well connected at both borough and London-wide levels, supporting sustainable travel patterns and helping to reduce reliance on private car use.

3.2.4 Road Network

Tottenham High Road forms part of the A10 corridor, a principal north–south arterial route connecting Central London with North London and locations beyond the M25. The corridor accommodates a mix of general traffic, bus services, servicing vehicles and pedestrian activity, operating within a controlled urban environment subject to standard speed limits and signalised junctions.

In the vicinity of the site, the High Road benefits from established junction arrangements, including signal-controlled intersections and priority side roads, which assist in managing traffic flow and providing formal pedestrian crossing opportunities. The route also serves as a key public transport corridor, with sections incorporating bus priority measures that support efficient bus movements while helping to moderate general traffic speeds.

To the west of the site, the surrounding highway network comprises secondary streets serving residential and commercial properties. These roads are characteristic of an inner-London setting, typically single carriageway with on-street parking controls in place. The existing network is considered capable of accommodating the modest level of traffic anticipated in association with the proposed development, and no modifications to the wider highway infrastructure are required as part of the scheme.

4 Proposed Development

4.1 Proposed Development

The proposed development comprises the partial demolition of the existing buildings and the erection of a replacement three-storey building with basement, for use as an Islamic Centre (Use Class F1), together with associated external works.

The development seeks to enhance and modernise the existing facility to provide improved religious, educational, and community spaces, while maintaining the established use of the site. The proposals include reconfiguration of internal spaces, improved accessibility, and upgrades to the building's environmental performance.

The site occupies a sensitive urban context, with part of the existing building locally listed and the site spanning the Bruce Grove and Scotland Green Conservation Areas. The design has therefore been developed to respect the surrounding townscape while improving the functionality of the site.

As set out in Section 5, the nature of the proposals is not expected to fundamentally alter the existing trip profile, but rather to formalise and better manage current patterns of activity.

The proposed site layout plan is provided in Appendix B, along with the proposed timetable of activities.

4.2 Site Access

The site benefits from three existing access points from Tottenham High Road, each serving distinct functions. These access arrangements will be retained and clarified as part of the proposed development:

- Primary Entrance (Pedestrian Focused):

Located on Tottenham High Road, this forms the main access for visitors attending the Islamic Centre. It provides direct pedestrian access to the building entrance and will accommodate the majority of users. This access has steps.

- Secondary Access (Servicing and Managed Vehicle Access):

A secondary access point will be used for servicing, waste collection, and occasional managed vehicle access (including drop-off/pick-up). This access will operate on a controlled basis to minimise interaction with pedestrian flows.

- Tertiary Access (Ancillary / Flexible Use):

A third access point will provide flexibility for site management, including emergency access and occasional operational use where required.

The access points are located within an established town centre environment, where vehicle speeds are moderated by the character of Tottenham High Road and surrounding activity. Visibility and operation are consistent with an urban street context.

No changes to the public highway or creation of new access points are proposed, and the existing arrangements are considered appropriate to support the development.

4.3 Parking Provision

4.3.1 Car Parking

The proposed development will operate on a car-free basis, in accordance with the London Plan and the transport objectives of the London Borough of Haringey. No general on-site car parking will be provided.

This approach reflects:

- The site's high Public Transport Accessibility Level (PTAL 5)
- Strong pedestrian connectivity to Tottenham High Road
- The short-duration and high-turnover nature of trips identified in Section 5

The car-free strategy supports wider policy objectives to reduce reliance on private vehicles, minimise congestion, and improve air quality.

4.3.2 Cycle Parking Spaces

Cycle parking will be provided in accordance with London Plan standards and will support both short-stay (visitor) and long-stay (staff) demand. The London Plan sets minimum cycle parking standards for all new developments in London. These standards appear in the London Plan (2021) and are reiterated in more recent London Plan Guidance documents.

The number of cycle spaces that will be provided on site will reflect the size of the proposed development, which is 1403.24 sqm GEA, representing the active area of the scheme.

Mosques and community centres fall under the London Plan's "D1 Non-Residential Institutions / Religious Use" (now Use Class F1/F2) for the purpose of cycle parking standards. The London Plan does not publish mosque-specific cycle parking rates and so the general D1/F1 standards, plus any uplift justified by peak-time demand (e.g., Friday prayers) are applied.

Based on this cycle policy, long-stay (staff) need to have a minimum of 1 space per 8 full-time equivalent (FTE) staff and short-stay (visitors / worshippers / community users) need to have a minimum of 1 space per 100 m² GEA. This is the standard applied to D1 religious and community-use floorspace.

There will be 47 FTE staff at the site, although they will not all be on site at the same time given the different activities, classes and prayers. However, as cycling is to be encouraged amongst the staff, the FTE of 47 staff has been used for this calculation. Therefore 6 cycle parking spaces will be provided in a locked secure cycle store on site for staff to use. The design of the cycle store will comply with the Cycle Design Standards in the new location.

Using a GEA of 1403.24sqm, there will need to be a minimum of 14 cycle parking spaces for visitors. Taking account of the fact the site is in a high PTAL 5 area, cycling will be encouraged and there will be an uplift for peak-time demand, a total of 16 cycle parking spaces will be provided for visitors. These will be provided in outdoor Sheffield cycle stands close to the staff cycle store. There will be 8 Sheffield cycle stands (2 bicycles can park per stand).

Long-stay cycle parking will be secure and located within the site in a covered and protected environment, suitable for staff. This will be within a secure locked cycle store adjacent to the building. The design of the cycle store will comply with the Cycle Design Standards in the new location.

The level of provision has been informed by the scale and nature of the development, as well as the identified potential for increased cycling based on the site's accessible location.

All cycle parking will be:

- Secure and well-lit
- Conveniently located
- Designed to allow easy access without conflict with pedestrian routes

This provision forms a key part of the sustainable transport strategy and supports a shift towards active travel modes.

4.3.3 Blue Badge / Inclusive Access and Drop-Off

While the development is car-free, inclusive access is fully integrated into the scheme design.

- Step-free access is provided at the northern entrance into the building and at the southern entrance into the site/grounds. The main entrance from the High Street has steps.
- Accessible routes are provided throughout the building to accommodate wheelchair users and those with reduced mobility.

A managed drop-off/pick-up arrangement will be accommodated at the southern access point, allowing:

- Community transport vehicles
- Blue Badge users
- Pre-arranged drop-off activity during peak periods

This ensures that users with mobility needs can be safely accommodated without the need for dedicated on-site parking bays.

4.4 Waste and Recycling Storage Provision / Waste Strategy

Dedicated waste and recycling storage areas will be provided within the site boundary as per existing situation, designed to accommodate separate waste streams, including general waste and dry mixed recycling.

The storage area will be:

- Appropriately sized to meet operational needs and collection frequency
- Screened and ventilated
- Conveniently located for users while minimising visual impact

Servicing Arrangements

Refuse collection and servicing will take place via the southern entrance.

- The site will be serviced by standard local authority refuse vehicles
- Vehicle dwell times will be short and limited to scheduled collection periods
- Manoeuvring will be undertaken safely from the carriageway in accordance with existing practice.

On collection days:

- Bins will be moved from the designated storage area to an agreed collection point
- The route will be level and suitable for safe movement in accordance with best practice
- Servicing will be managed to avoid conflict with peak pedestrian periods where possible

The proposed arrangements ensure that waste collection and servicing can be undertaken safely and efficiently without adverse impact on the public highway or surrounding area.

5 Travel Plan Objectives and Targets

5.1 Travel Plan Objectives

The primary objective of this Travel Plan (TP) is to support and reinforce sustainable travel patterns for all users of the Assunnah Islamic Centre, including staff, volunteers, and visitors/community users, while minimising reliance on private car travel.

This approach aligns with the transport objectives of the London Borough of Haringey, the London Plan, and Healthy Streets principles.

In line with the first-principles, diary-based assessment presented in Section 5 of the Healthy Streets TA, the Travel Plan recognises that the site already operates with a strong dominance of walking and public transport trips, particularly among visitors attending prayer and community activities. The Travel Plan therefore focuses on maintaining and strengthening these existing behaviours, rather than introducing fundamental changes.

Given the nature of the use, the Travel Plan distinguishes between:

- Visitors/community users (primary trip generator, time-specific peaks linked to prayer times)
- Staff and volunteers (low numbers, more consistent travel patterns)

Measures will be tailored accordingly, recognising that:

- The greatest opportunity to influence travel behaviour lies with regular users and staff;
- Visitor trips are typically short, localised, and already predominantly sustainable.

The key objectives of the Travel Plan are therefore to:

- Maintain and strengthen the high proportion of trips made by walking and public transport (all users)
- Encourage a reduction in single-occupancy vehicle trips, particularly for staff and regular users
- Support active travel (walking and cycling) through provision of appropriate infrastructure (all users)
- Ensure peak period demand associated with prayer times is well managed and short in duration (visitors)
- Reduce transport-related emissions and support improved local air quality
- Minimise impacts on the local highway network and support a safe pedestrian environment.

5.2 Travel Plan Targets

The overarching aim of the Travel Plan is to maintain low car usage across all users, while achieving modest, realistic improvements in sustainable travel behaviour over time.

Given that most trips are associated with visitors attending at specific times, targets are applied to both staff and visitors, but with recognition that:

- Staff travel patterns are more consistent and therefore more responsive to change
- Visitor trips are already predominantly sustainable and influenced by local catchment characteristics

Targets have been informed by:

- The site-specific travel questionnaire
- The first-principles operational (diary-based) assessment
- TRICS data used only as a high-level benchmark

Table 5.1 Interim Mode Share Targets

Mode / Indicator	Observed Existing Travel Pattern	Target for Proposed Development (Year 1)	Forecast / Interpretation for Proposed Development
Walking	~50% main mode / ~63% final leg	Maintain $\geq 60\%$ main mode and strong dominance of walking for final access	Walking to remain the dominant access mode due to local catchment and urban context
Bus / Public Transport	~32% main mode	Maintain $\geq 30\%$ and support ongoing use through information provision	Continued strong public transport usage expected given high accessibility
Rail / Underground	~5%	Maintain current level (~5%)	Low but consistent usage expected
Cycling	Currently low but high potential (~45% open to cycling)	Increase to $\geq 5\%$ through provision of high-quality cycle parking	Cycling likely to increase modestly with improved facilities and awareness
Car – main mode	~13%	Reduce to $\leq 10\%$ of trips	Low car mode share expected to reduce slightly as sustainable modes are prioritised

Parking demand	Reliance on on street / short stay use	No material increases in observed parking stress	No material increases in parking pressure expected given mode share and short stay nature
Travel behaviour at peak periods	Short, concentrated demand	Maintain short duration, managed peaks with minimal vehicle impact	Trips expected to remain time-specific with high turnover and rapid dispersal
Overall impact	Predominantly sustainable	Continue no material impact on highway or surrounding network	No material transport impacts anticipated

Target Rationale:

The Year 1 targets are intentionally realistic and proportionate, recognising that:

- Sustainable travel already dominates access to the site
- Trips are short, localised, and time-specific, rather than commuter-based
- Opportunities for large shifts are limited, but incremental improvements are achievable

The primary focus is therefore on:

- Maintaining low car usage
- Supporting modest growth in cycling
- Ensuring peak periods remain well-managed

Targets will be monitored through periodic travel surveys and reviewed after initial occupation (typically within the first 12 months), with adjustments made where necessary to reflect actual travel behaviour and operational patterns.

6 Travel Plan Measures and Action Plan

6.1 Introduction

This section sets out the measures that will be implemented to support the Travel Plan objectives and targets, with a focus on maintaining and reinforcing sustainable travel behaviour for all users of the Assunnah Islamic Centre, including staff, volunteers and visitors.

Given the site already demonstrates a strong reliance on walking and public transport, the emphasis of the Travel Plan is on supporting existing behaviour and managing peak-period activity, rather than implementing significant behavioural change interventions.

Measures are structured around four key strategies:

- Walking Strategy
- Cycling Strategy
- Public Transport Strategy
- Management and Awareness Strategy

Each strategy includes a combination of:

- 'Hard measures': physical infrastructure (e.g. cycle parking, access design)
- 'Soft measures': behavioural initiatives (e.g. information, promotion, awareness)

Measures will be implemented at first occupation and maintained on an ongoing basis by the Travel Plan Coordinator (TPC).

6.2 Strategy Details

The Travel Plan measures have been tailored to reflect:

- The time-specific and short-duration nature of trips
- The local catchment and strong walking mode share
- The limited number of staff relative to visitors

Measures are therefore targeted at:

- Visitors/community users → focus on managing peaks and reinforcing sustainable access
- Staff/volunteers → focus on behaviour change and consistency.

Table 6.1 Travel Plan Measures and Action Plan

Proposed Measure	Description	User Group	Timescale	Responsibility	Cost
WALKING STRATEGY					
Promotion of walking	Provide clear information on local walking routes and promote health benefits of walking through on-site materials and messaging	All users	On occupation and ongoing	TPC	Low
Pedestrian route information	Provide simple maps identifying key walking routes from surrounding residential areas and public transport stops	Visitors / Staff	On occupation	TPC	Low
Wayfinding and access clarity	Ensure entrances are legible, well signed and easy to access on foot from Tottenham High Road	All users	Design / occupation	Developer / TPC	Included
CYCLING STRATEGY					
Secure cycle parking	Provide policy-compliant short-stay and long-stay cycle parking in accessible and secure locations 6 cycle parking spaces will be provided in a locked secure cycle store close to the building on site. This is for staff use. A total of 16 cycle parking spaces will be provided for visitors. These will be provided in outdoor Sheffield cycle stands	All users (focus on staff/regular users)	Prior to occupation	Developer	Included

Proposed Measure	Description	User Group	Timescale	Responsibility	Cost
	close to the staff cycle store.				
Cycling information	Provide local cycle route information and promote safe cycle access to the site	Staff / Regular users	On occupation	TPC	Low
Encourage cycling uptake	Promote cycling as an option for local users, particularly staff and volunteers	Staff	Ongoing	TPC	Low
PUBLIC TRANSPORT STRATEGY					
Public transport information	Provide up-to-date bus, rail and Underground information via notice boards or digital formats	All users	On occupation and ongoing	TPC	Low
Peak period management	Provide guidance on staggered arrival / departure behaviour (where possible) to reduce peak pressure	Visitors	Ongoing	TPC	Low
MANAGEMENT / AWARENESS STRATEGY					
Travel information packs	Provide simple travel information (maps, services, sustainable options) for staff and regular users	Staff / Volunteers	On occupation	TPC	Low
Engagement with staff	Encourage sustainable travel choices through ongoing communication and awareness	Staff	Ongoing	TPC	Low

Proposed Measure	Description	User Group	Timescale	Responsibility	Cost
Car-free strategy reinforcement	Reinforce that the site operates without general parking and promote alternative modes	All users	Ongoing	TPC	Low
Drop-off management	Manage occasional drop-off activity at the designated access point to minimise impact	Visitors	Ongoing	Site Management	Low
Mobility scooter provision	Provide secure parking and charging for mobility scooters within the site	Mobility users	Prior to occupation	Developer / TPC	Included

7 Delivery, Management, Monitoring and Review

7.1 Introduction

This section sets out how the Travel Plan will be managed, monitored and reviewed to ensure that objectives and targets are achieved over time.

7.2 Travel Plan Management

Responsibility for implementation of the Travel Plan will be shared between:

- The developer (pre-occupation measures and infrastructure), and
- The Travel Plan Coordinator (TPC) (ongoing management and monitoring)

The Travel Plan will be a live document and will be updated as necessary in response to monitoring results and operational experience.

7.3 Travel Plan Coordinator

A Travel Plan Coordinator (TPC) will be appointed prior to occupation.

The TPC will be responsible for:

- Overseeing implementation of Travel Plan measures
- Acting as the main point of contact for travel-related queries
- Promoting sustainable travel options to staff and users
- Coordinating monitoring surveys and reporting

The role is expected to be undertaken by a member of the site or facilities management team and will not require a full-time post.

7.4 Travel Plan Monitoring

Monitoring will be undertaken to ensure compliance with planning requirements and to assess the effectiveness of the Travel Plan.

A baseline survey will be undertaken:

- Within 3 months of occupation or
- Upon reaching 75% operational use, whichever occurs first

This will establish actual travel patterns across both staff and visitors.

Further monitoring will be undertaken in:

- Year 1
- Year 3
- Year 5

Monitoring will include:

- Multi-modal counts at site access points
- User travel surveys (focused on staff and regular users)

The results will be used to:

- Assess progress against targets
- Identify successful measures
- Refine the Travel Plan as necessary

Monitoring reports will be submitted to the London Borough of Haringey within 3 months of each survey.

If targets are not being achieved, additional measures will be agreed with the Council.

8 Securing and Review

8.1 Funding the Travel Plan

The applicant will ensure that sufficient funding is available to implement the measures set out in this Travel Plan, including:

- Initial infrastructure provision
- Ongoing management and monitoring
- Delivery of Travel Plan measures.

8.2 Reviewing

The Travel Plan will be subject to ongoing review to ensure it remains relevant and effective.

If monitoring identifies that targets are not being met, the Travel Plan Coordinator will:

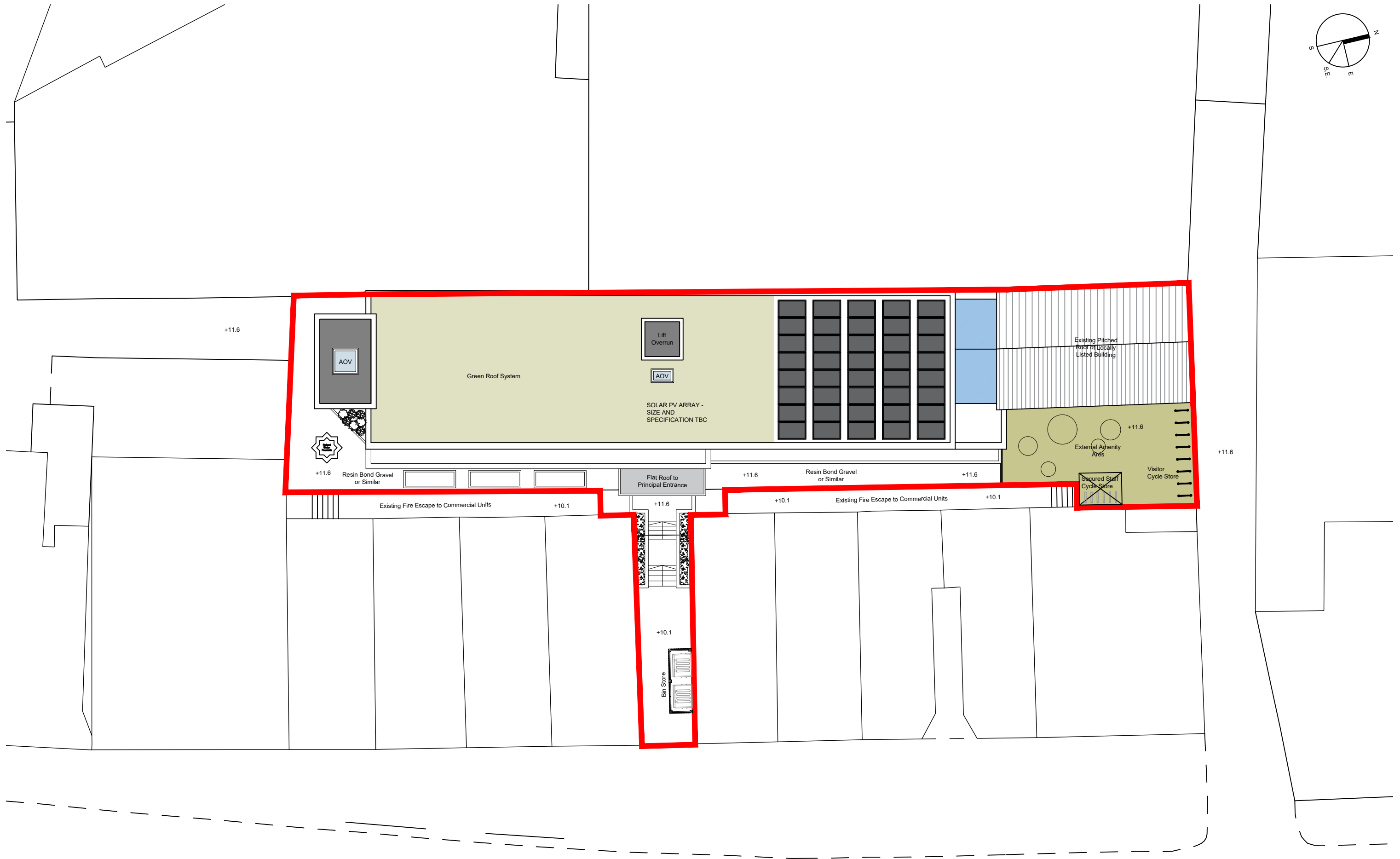
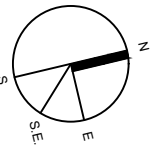
- Review existing measures
- Identify areas for improvement
- Agree additional or revised measures with the London Borough of Haringey

This process will ensure that the Travel Plan remains responsive to how the site operates and continues to support sustainable travel behaviour over the long term.

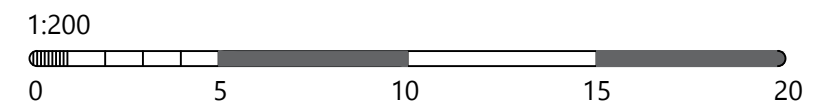
Appendix A : Proposed Site Layout Plan and Proposed Activity Timetable



Source: Google Maps



— APPLICATION SITE BOUNDARY
— SITE OWNERSHIP BOUNDARY



BRL design

BRL DESIGN GROUP LTD		Office 17, Creykes Court, The Millfields, Plymouth, PL1 3JB		info@brldesign.co.uk		www.brldesign.co.uk		01752 963147	
Project number: 9030		Project name: Assunnah Islamic Centre		Client: Assunnah Islamic Centre		Drawn by: TY		Dwg No:9030-DR-A-X-1100 D	
Date: JAN 26		Detail: Proposed Site Plan		Status: PLANNING		Checked by: MB		Scale: 1:200 A3	

Assunnah Islamic Centre - Weekly Timetable

Monday – Thursday

Activity	Time	Attendance	Building Usage
Primary School	08:00 – 15:30	100 students & staff	Women's building
Duhr Prayer	-	200 worshippers	Men's building (males & females)
Asr Prayer	-	200 worshippers	Men's building (males & females)
Female Qur'an Class	17:00 – 19:00	30 students	Women's building
Islamic Classes (Children)	17:00 – 19:00	250 students & staff	Both buildings
Islamic Classes (Adults - Mon & Thu)	19:00 - 20:00	50 students	Both buildings
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Friday

Activity	Time	Attendance	Building Usage
Primary School	08:00 – 11:30	100 students & staff	Women's building
Friday Prayer (Jumu'ah)	12:30 / 13:30	600 worshippers	Both buildings + Outside courtyard
Asr Prayer	-	200 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Saturday

Activity	Time	Attendance	Building Usage
Islamic Classes (Children)	09:00 – 13:30	350 students & staff	Both buildings
Duhr Prayer	-	300 worshippers	Men's building (males & females)
Asr Prayer	-	300 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Sunday

Activity	Time	Attendance	Building Usage
Islamic Classes (Children)	09:00 – 13:30	350 students & staff	Both buildings
Islamic Classes (Adults)	15:00 – 16:00	30–40 students	-
Duhr Prayer	-	300 worshippers	Men's building (males & females)
Asr Prayer	-	300 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's