

YMCA, 184 TOTTENHAM LANE

DRAFT TRAVEL PLAN

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DATE: AUGUST 2026

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1 INTRODUCTION

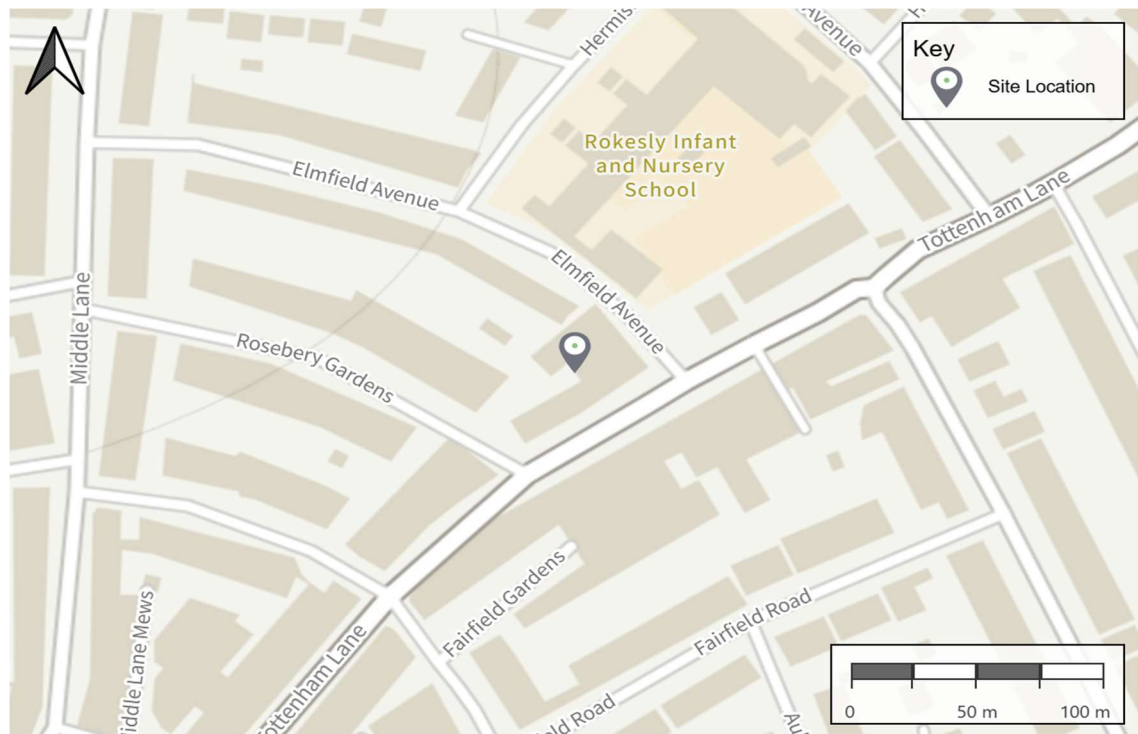
1.1 APPOINTMENT

- 1.1.1 Velocity has been appointed by YMCA London City and North (the Applicant) to prepare this Draft Travel Plan (TP) in relation to the Proposed Development at YMCA, 184 Tottenham Lane, London, N8 8SG (the Site).
- 1.1.2 The Site is located within the administrative boundary of the London Borough of Haringey (LBH), who form both the Local Planning Authority and the Highway Authority.
- 1.1.3 This TP supports a planning application for the redevelopment of the existing hostel accommodation at YMCA, 184 Tottenham Lane to provide improved, fit-for-purpose accommodation comprising 174 bedrooms, a net increase of 19 bedrooms.
- 1.1.4 This TP has been prepared with regard to Planning Practice Guidance on Travel Plans, Transport Assessments and Statements, Transport for London (TfL) Travel Plan guidance, and relevant LBH guidance. The TP is submitted alongside the Transport Statement (TS) in support of the planning application.

1.2 SITE LOCATION

- 1.2.1 The Site is located in Crouch End and sits at the junction of the A103 Tottenham Lane, Elmfield Avenue and Rosebery Gardens.
- 1.2.2 The Site is bounded by the A103 Tottenham Lane to the south, Elmfield Avenue to the east, Rosebery Gardens to the west, and residential properties and their rear gardens to the north.

Figure 1-1 Site Location



1.3 EXISTING SITE USE

- 1.3.1 The YMCA operates three accommodation sites across Hackney, Haringey and Islington. Collectively, these provide safe and stable accommodation for around 600 young people each year. The accommodation supports young people aged 16 to 25 who are homeless or in housing need, helping them to transition towards independent living. In addition to food and affordable accommodation, the YMCA provides residents with access to training, personal development, guidance and job search support.
- 1.3.2 The Site currently provides hostel accommodation comprising 155 single-occupancy bedrooms with associated communal areas, including meeting rooms, storage areas and a canteen with adjacent kitchen, together with reception and staff facilities. The Site also includes a fitness centre.
- 1.3.3 YMCA has advised that the existing operation includes an in-house maintenance team, with external contractors used as required for specialist servicing, along with a housing and reception team, contract cleaners and in-house catering for residents.

1.4 PROPOSED DEVELOPMENT

- 1.4.1 The Proposed Development seeks to redevelop the existing hostel accommodation to provide improved, fit-for-purpose accommodation. This comprises a new build scheme providing 174 bedrooms, with the fitness centre omitted from the scheme.
- 1.4.2 The proposals are intended to move away from shared bathroom arrangements, with bedrooms provided as en-suite accommodation within shared cluster arrangements, supported by communal kitchen and amenity space. There is also provision for wheelchair-accessible or adaptable accommodation at around 10%, and a proportion of move-on accommodation within the overall quantum.
- 1.4.3 The proposed ground floor layout is shown in **Figure 1-2**.

Figure 1-2: Proposed Ground Floor Layout



1.5 OVERVIEW

- 1.5.1 Travel Plans assist with managing the travel demands and impacts of new developments.
- 1.5.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.
- 1.5.3 This TP sets out a series of objectives, targets, and measures and is intended to establish the overarching mechanisms to manage the TP and monitor its effectiveness in influencing travel choices in accordance with the agreed targets.

1.6 DOCUMENT STRUCTURE

- 1.6.1 The remainder of this TP is structured as follows:
- ⦿ **Section 2** – Policy context;
 - ⦿ **Section 3** – Baseline Conditions and Site Accessibility;
 - ⦿ **Section 4** – Travel Plan Strategy;
 - ⦿ **Section 5** – Objectives, targets and measures;
 - ⦿ **Section 6** – Monitoring and Review; and
 - ⦿ **Section 7** – Action Plan (task list with responsibilities and timings).



2 PLANNING POLICY

2.1 POLICY CONTEXT

2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the Proposed Development are addressed.

2.1.2 The transport policy documents relevant to this application include the following:

- ⦿ National Policy:
 - National Planning Policy Framework (NPPF) dated December 2024 (updated February 2025)
 - DfT developed 'good practice' guidance (2009)
- ⦿ Regional Policy:
 - The London Plan (March 2021)
 - Note: Draft London Plan, July 2026 is an emerging policy document but has not yet been adopted. The London Plan (2021) therefore remains the statutory regional development plan.
- ⦿ Local Policy:
 - Haringey's Local Plan Strategic Policies (March 2013, with subsequent alterations July 2017);
 - Haringey's Development Management Development Plan Document (DPD) (July 2017).
 - Note: LBH is preparing a new Local Plan with potential adoption in February 2027; this is referenced for context only as it is not yet submitted for examination.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was published in December 2024 and subsequently amended in February 2025. It sets out the Government's planning policies for England. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

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

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area and within larger-scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 The NPPF does not set parking standards but notes in Paragraph 111 that parking policies should take into account:



- a) *the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.2.5 In Paragraph 115, the NPPF sets out that when assessing applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the Site, the type of the development and its locations;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the context of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety can be cost-effectively mitigated to an acceptable degree through a vision-led approach.*

2.2.6 Paragraph 116 of the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” and in this context that planning applications should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

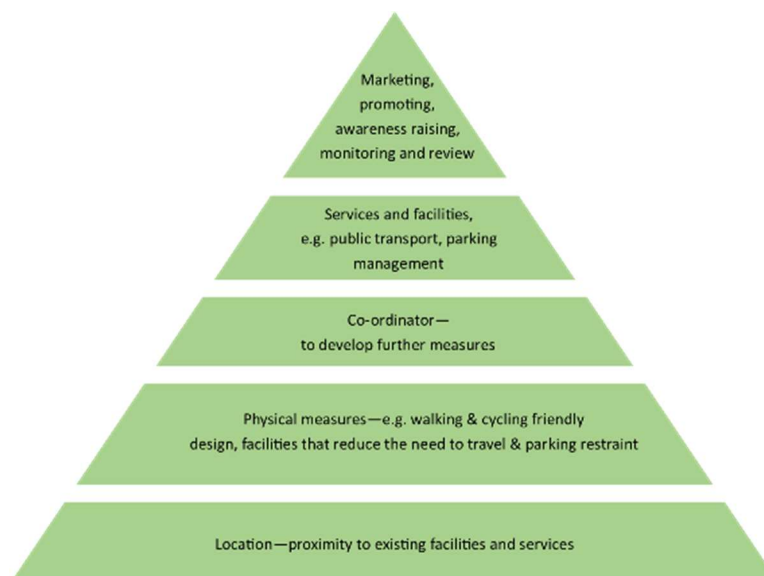
2.2.7 Paragraph 118 of the NPPF requires all developments that will generate significant amounts of movement to provide a travel plan and be supported by a vision-led transport assessment so that the likely impacts of the proposal can be assessed.

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed 'good practice' guidance in 2009 to assist all stakeholders in securing an effective policy framework, determine when a Travel Plan is required, and outlining how it should be prepared within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.

- 2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.
- 2.3.3 Travel Plans are important for major new developments in order to:
- ◉ Support increased choice of travel modes;
 - ◉ Promote and achieve access by sustainable modes;
 - ◉ Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
 - ◉ Promote a partnership between the authority and the developer in creating and shaping 'place'.
- 2.3.4 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1**.

Figure 2-1: Travel Plan Pyramid



- 2.3.5 The Travel Plan Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

REGIONAL POLICY SUMMARY

- 2.3.6 The NPPF revised in December 2024 and amended in February 2025, promotes sustainable transport and requires development to prioritise pedestrian and cycle movements and facilitate access to public transport. The London Plan (2021) requires car-free development in well-connected locations and sets out cycle parking standards. The Site is located within an area of PTAL 3, reflecting a moderate level of public transport accessibility.

LOCAL POLICY SUMMARY

- 2.3.7 Haringey's Local Plan and Development Management DPD require development to minimise car use and to provide appropriate cycle parking, accessible parking and servicing arrangements. LBH pre-application advice requested cycle parking in line with London Plan standards, retention of the existing servicing area, a no-net-gain in car parking permits, and the submission of a Travel Plan, Outline DSP, Outline CLP and Operational Waste Management Plan.



3 BASELINE CONDITIONS AND ACCESSIBILITY

3.1 SITE LOCATION

- 3.1.1 The Site is bound by the A103 Tottenham Lane to the south, Elmfield Avenue to the east, Rosebery Gardens to the west, and residential properties and their rear gardens to the north.

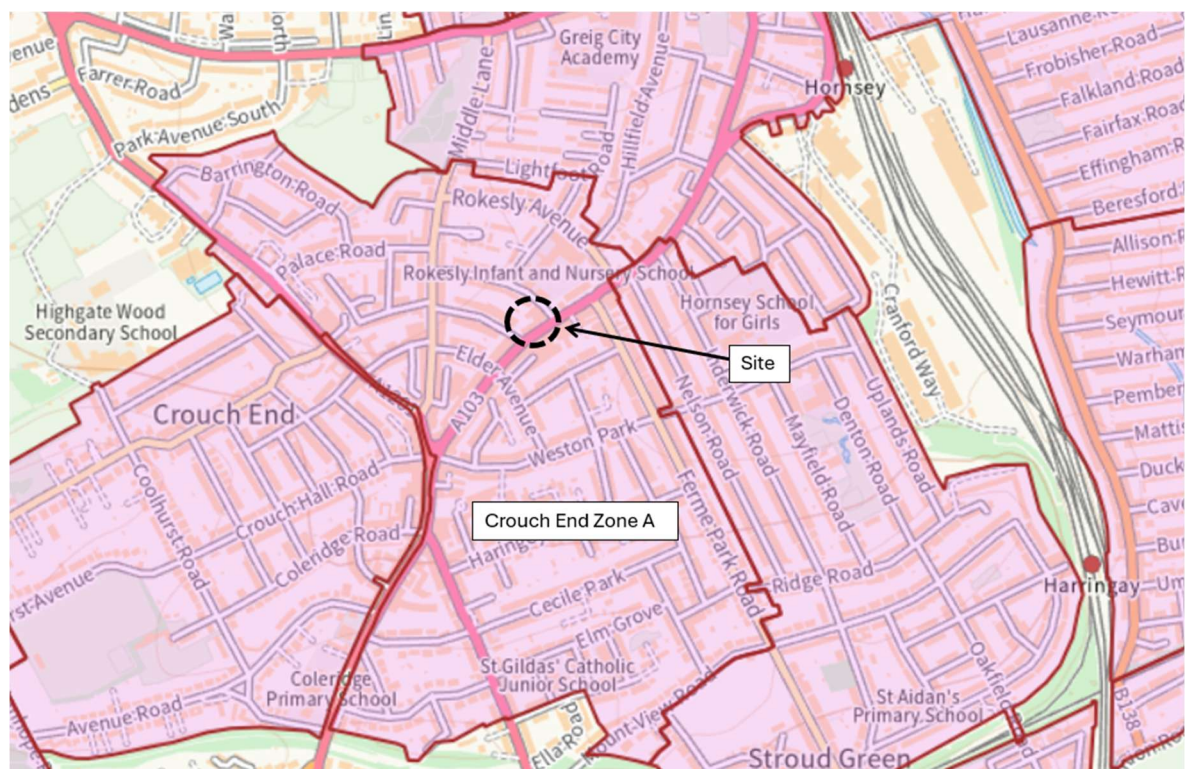
3.2 HIGHWAY CONTEXT

- 3.2.1 Pedestrian access to the YMCA part of the Site is provided from the southern boundary via the northern footway of the A103 Tottenham Lane. A rear service yard is accessed from the north-western corner via Rosebery Gardens. Access to the Crouch End Fitness Centre is provided from the eastern boundary via the western footway of Elmfield Avenue.

CONTROLLED PARKING ZONE

- 3.2.2 The Site is located within LBH Controlled Parking Zone (CPZ) Zone A, known as 'Crouch End Zone A', which operates from 10:00 to 12:00 on Mondays to Fridays. **Figure 3-1** shows the location of the Site in relation to the CPZ.

Figure 3-1: Site Location in Relation to LBH CPZ A ('Crouch End Zone A')



A103 TOTTENHAM LANE

- 3.2.3 The A103 Tottenham Lane forms the southern boundary of the Site and is an established urban route within the London Borough of Haringey. It performs an important local movement function, providing access between Crouch End town centre, Hornsey Rail Station and the surrounding residential areas. Tottenham Lane runs north from Crouch End towards Hornsey, where it connects with High Street and Turnpike Lane, and forms part of the wider A103 corridor linking Hornsey with Lower Holloway. Haringey Council also identifies Tottenham Lane as part of a key east to west corridor linking Tottenham with Crouch End.
- 3.2.4 On the southern side of Tottenham Lane, single yellow line waiting restrictions operate Monday to Saturday between 8:00am and 6:30pm, during which time vehicles are not permitted to wait. In addition, kerbside markings indicate a prohibition on loading and unloading Monday to Saturday between 8:00am and 9:30am.
- 3.2.5 In the vicinity of the junctions with Rosebery Gardens and Elmfield Avenue, Tottenham Lane is subject to double yellow line restrictions and double kerb blips, which prohibit waiting and loading at any time.

ROSEBERY GARDENS

- 3.2.6 Rosebery Gardens is a two-way single carriageway road running on a general north west to south east alignment. It forms priority-controlled T-junctions with Middle Lane to the north west and the A103 Tottenham Lane to the south east.
- 3.2.7 An overnight waiting restriction applies to goods vehicles over 5 tonnes and buses, such that these vehicles are not permitted to wait during the signed hours of 6:30pm to 8:00am. Within the vicinity of the Site, single yellow line restrictions are present on both sides of the road and are subject to the Crouch End A CPZ, which operates Monday to Friday between 10:00am and 12:00 noon. Demarcated white parking bays are also provided and are reserved for resident permit holders only during these hours. In addition, three disabled parking bays are located along the length of the road and are reserved for Blue Badge holders only.

ELMFIELD AVENUE

- 3.2.8 Elmfield Avenue is a two-way single carriageway road running on a general northwest to southeast alignment. It forms priority-controlled T-junctions with Middle Lane to the northwest and the A103 Tottenham Lane to the southeast.
- 3.2.9 Elmfield Avenue operates as a School Street for Rokesly Primary and Infant Schools. Motor vehicle access is restricted during the designated school drop-off and pick-up periods to reduce traffic and provide a safer environment for children walking, cycling and scooting to school. Outside these periods, the street operates as part of the local highway network, subject to the existing parking and access restrictions.
- 3.2.10 Restriction Times and Days
- ⊙ Monday to Friday: 8:15 to 9:15
 - ⊙ Afternoon: 14:45 to 15:45 PM
 - ⊙ Schedule: Term time only
- 3.2.11 Cameras monitor the zone during active times, and driving into the restricted area without an exemption can result in a council penalty fine.



- 3.2.12 Along the eastern frontage of the Site, double yellow lines and kerbside blips are present, which prohibit waiting and loading at any time. On the eastern side of the road, opposite the Site, there are demarcated white parking bays reserved for permit holders in Zone CEA, or for motorists paying by phone using location code 34549, between 10:00am and 12:00 noon on Mondays to Fridays, with a maximum stay of one hour. These bays extend along much of the road length, although further to the northwest they are reserved for resident permit holders only. A disabled parking bay is also located adjacent to the Site, with a further disabled bay provided to the northwest, both of which are reserved for Blue Badge holders only. Between the parking bays, single yellow line restrictions apply and are subject to the CPZ A controls, although some sections are positioned adjacent to dropped kerbs. Opposite the Site, Rokesly Infant and Nursery School is subject to school keep clear zig zag markings, which prohibit stopping on the school entrance markings Monday to Friday between 8:00am and 5:00pm.

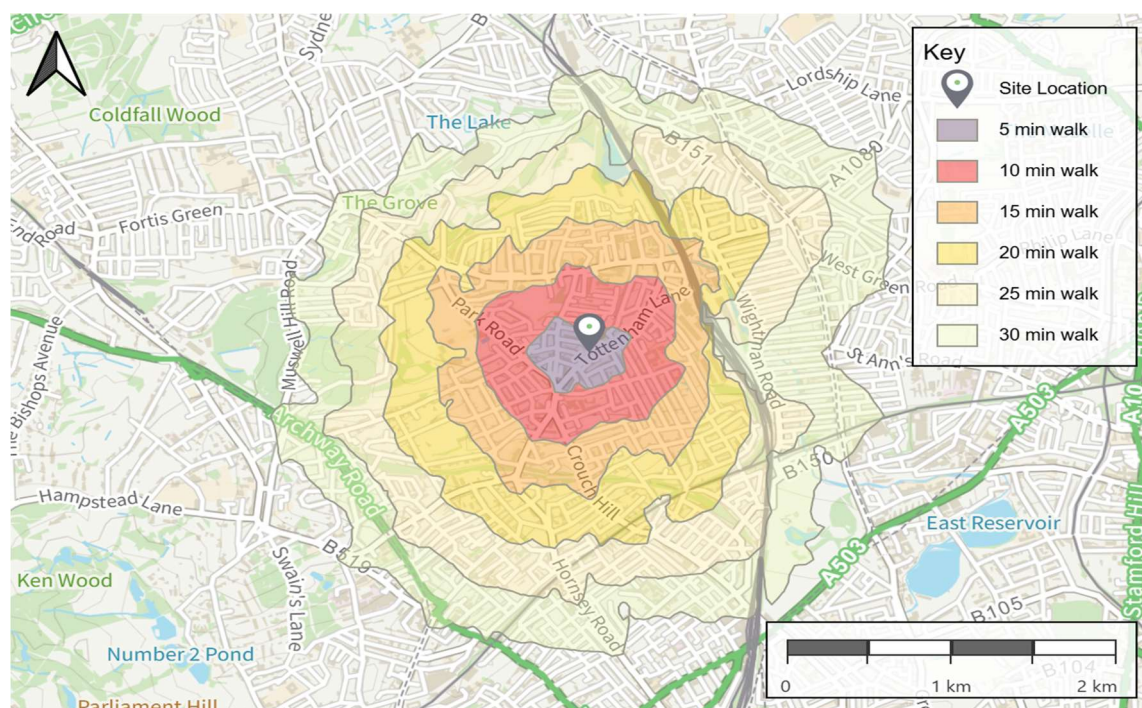
3.3 WALKING AND CYCLING

WALKING

- 3.3.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. This document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 3.3.3 Wide and well-maintained footways are provided on both sides of the A103 Tottenham Lane, Rosebery Gardens and Elmfield Avenue, with street lighting columns positioned at regular intervals. Along the A103 Tottenham Lane, adjacent to the southeastern corner of the Site, there is a raised pedestrian island crossing comprising a raised table, dropped kerbs, tactile paving and a central refuge island. This crossing is appropriately located in relation to the Site access and nearby bus stops. Rosebery Gardens and Elmfield Avenue, including their junctions with side roads, are also provided with dropped kerbs and tactile paving to support pedestrian movement. In addition, Elmfield Avenue includes a raised table crossing which is positioned in line with the pedestrian desire line to the school access.
- 3.3.4 A range of shops, cafes and supermarkets are located along the A103 Tottenham Lane and within the wider Town Centre. Based on the surrounding network and proximity to local amenities, the Site is considered to meet the criteria of a 'walkable neighbourhood'.
- 3.3.1 **Figure 3-2** shows the 30-minute walking catchment from the Site, illustrating the walking accessibility and catchment surrounding the Site.



Figure 3-2: Walking Catchment Plan



CYCLING

- 3.3.2 In terms of cycling provision, most of the roads surrounding the Site accommodate cyclists within the main carriageway. There are, however, short sections of advisory cycle lane on the A103 Tottenham Lane to the north east of the Site. In addition, approximately 550m to the south-west of the Site on the A103 Crouch End Hill, a bus lane operates Monday to Saturday between 7:00am and 10:00am and 4:00pm and 7:00pm, during which times it may be used by local buses, pedal cycles and taxis only. There are also shared footway and cycleway routes located within Priory Park, approximately 750m to the north-west of the Site, and a further shared route approximately 850m to the south-east of the Site.
- 3.3.3 A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. In terms of key destinations within a short cycle, the Site is within a four-minute cycle of Hornsey Station.
- 3.3.4 With regard to this guidance, the nearby cycle infrastructure is presented in **Figure 3-3** and **Figure 3-4** shows the 30-minute cycle isochrone from the Proposed Development and surrounding areas.

Figure 3-3: Local Cycling Routes

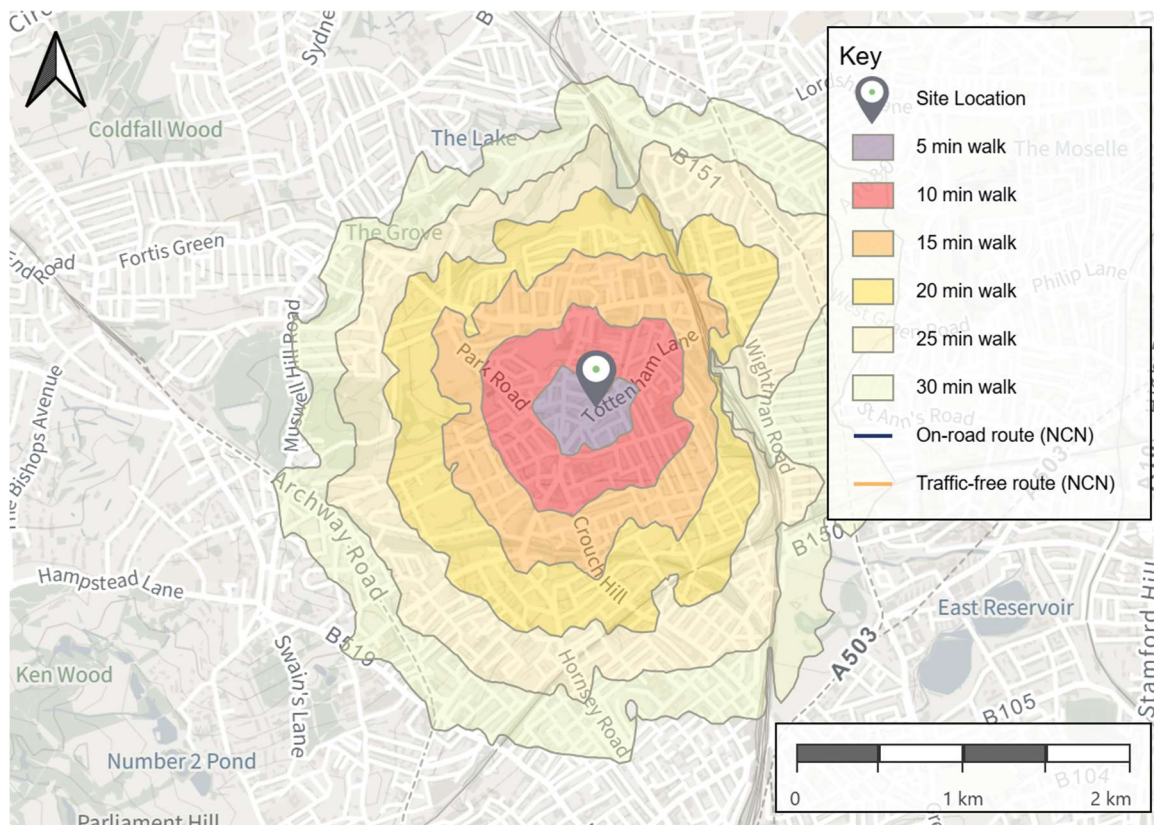
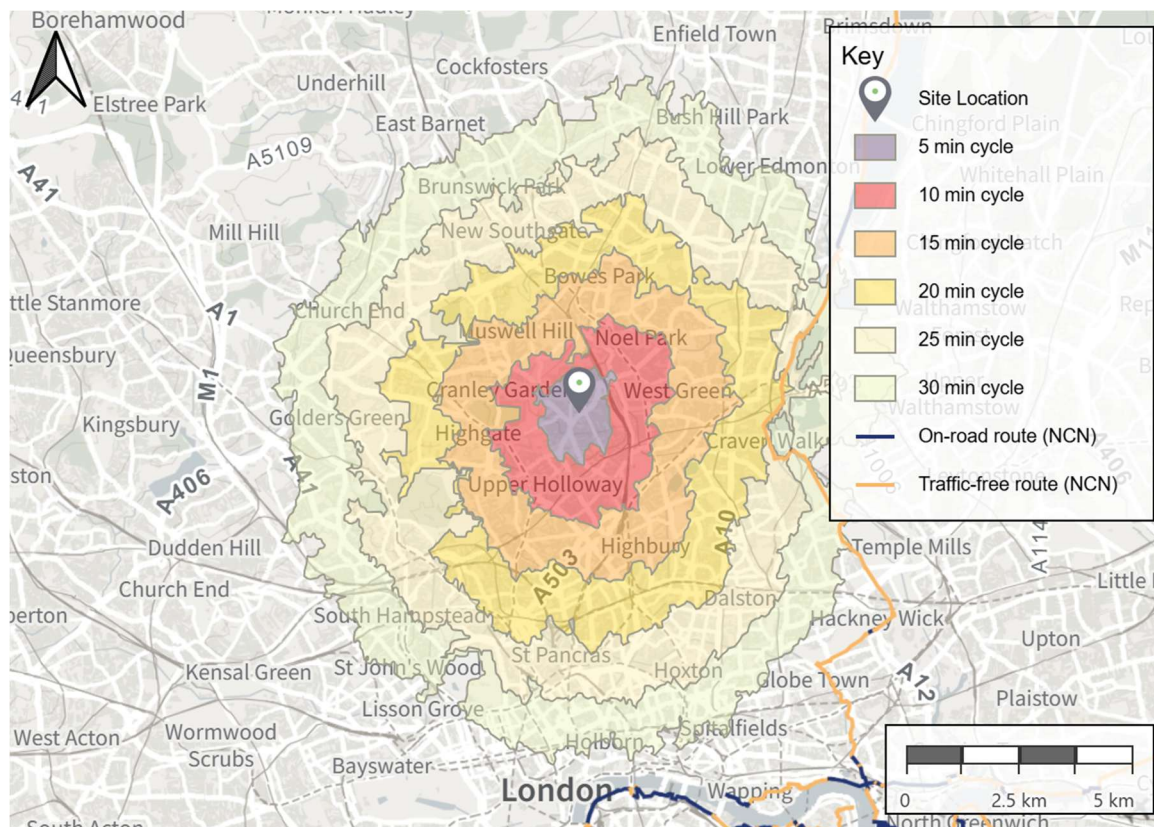


Figure 3-4: Cycling Catchment Around the Site



3.4 PUBLIC TRANSPORT ACCESS LEVEL

- 3.4.1 Public Transport Access Level is used to assess a site's connectivity to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 3.4.2 As shown in **Figure 3-5**, TfL's online WebCAT planning tool indicates that the Site has a PTAL score of 3, which reflects a moderate/good level of public transport accessibility.

Figure 3-5: PTAL Map



3.5 PUBLIC TRANSPORT

BUS SERVICES

- 3.5.1 Adjacent to the southern frontage of the Site, on the northern side of the A103 Tottenham Lane, there is a bus stop known as Rosebery Gardens, Stand Z1. Two further bus stops are located approximately 50m to the east of the Site on either side of the A103 Tottenham Lane, namely Tottenham Lane YMCA Stop S and Tottenham Lane YMCA Stop W. These stops are served by the 91, 41, N41, N91, W5 and W3 bus services. Rosebery Gardens Stand Z1 is equipped with a flag and pole, whilst the two Tottenham Lane YMCA stops are equipped with a flag and pole, seating, and a shelter with passenger information to assist onward travel.

- 3.5.2 During the weekday peak hours, the closest bus stops to the Site benefit from an average combined service frequency of approximately 16 buses per hour in an eastbound direction and approximately 24 buses per hour in a westbound direction. These services provide access to a range of destinations across Greater London including Archway, Harringay, Finsbury Park, Tottenham Hale, King's Cross and Trafalgar Square.

RAIL NETWORK

- 3.5.3 The nearest National Rail station to the Site is Hornsey, which is located approximately 800m to the north east, equating to around a 10-minute walk or a four-minute cycle. Hornsey Station is served by Great Northern services, providing access to destinations including Stevenage, Moorgate, Welwyn Garden City, Hertford North and Gordon Hill. Service frequencies at the station are summarised in **Table 3-1**.

Table 3-1: Great Northern – Hornsey Rail Station

LINE	STATION	DESTINATION	FREQUENCY (SERVICES PER HOUR)
Great Northern	Hornsey	Stevenage	2
		Moorgate	4
		Welwyn Garden City	2
		Hertford North	2
		Gordon Hill	2

- 3.5.4 Hornsey Station provides bicycle storage for onward cycle-based trips, although the publicly available operator information reviewed does not specify the number or type of spaces. In accessibility terms, Hornsey is a Category C station and does not provide step-free access to the platforms. The platforms are below the level of the main entrance and there are no lifts. However, accessible ticket machines are available, tactile warnings are provided on the platforms, and staff assistance is available throughout the week, with the assistance meeting point located on the bridge outside the ticket office.

UNDERGROUND SERVICES

- 3.5.5 Turnpike Lane Station is situated approximately 1.7 km to the northeast of the Site, equating to an approximate 23-minute walk or seven-minute cycle and also accessed via bus route 41. Highgate Station is situated approximately 2.0 km to the northwest of the Site, equating to an approximate 30-minute walk or 12-minute cycle also accessed and also via bus route W5. Turnpike Lane is served by the Piccadilly Line, providing access to Finsbury Park, King's Cross St Pancras, Leicester Square and Heathrow Airport, whilst Highgate Station is served by the Northern Line, providing access to Camden Town, Euston, Bank and London Bridge. The service frequencies at these stations are summarised in **Table 3-2**.

Table 3-2: Underground Service Frequencies

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
Piccadilly	Turnpike Lane	Eastbound	21
		Westbound	21
Northern	Highgate	Northbound	20
		Southbound	20

- 3.5.6 Turnpike Lane Station is not identified by TfL as step-free between street and platform or between street and train. TfL station information confirms escalators and other passenger facilities, whilst TfL accessibility data records cycle parking provision of 12 spaces at the station.



3.5.7 Highgate Station is also not identified by TfL as step-free between street and platform or between street and train. TfL station information confirms escalators, a car park and other passenger facilities, whilst TfL accessibility data records 10 cycle parking spaces and 3 accessible parking spaces at the station.

LONDON OVERGROUND

3.5.8 The nearest London Overground station to the Site is Crouch Hill, which is located approximately 1.8km to the southeast, equating to around a 22-minute walk or a six-minute cycle. Crouch Hill Station is served by London Overground services on the Suffragette line, providing access to destinations including Gospel Oak, Hampstead Heath, Blackhorse Road, Barking and Barking Riverside. Service frequencies at the station are summarised in **Table 3-3**.

Table 3-3: London Overground Service Frequencies-

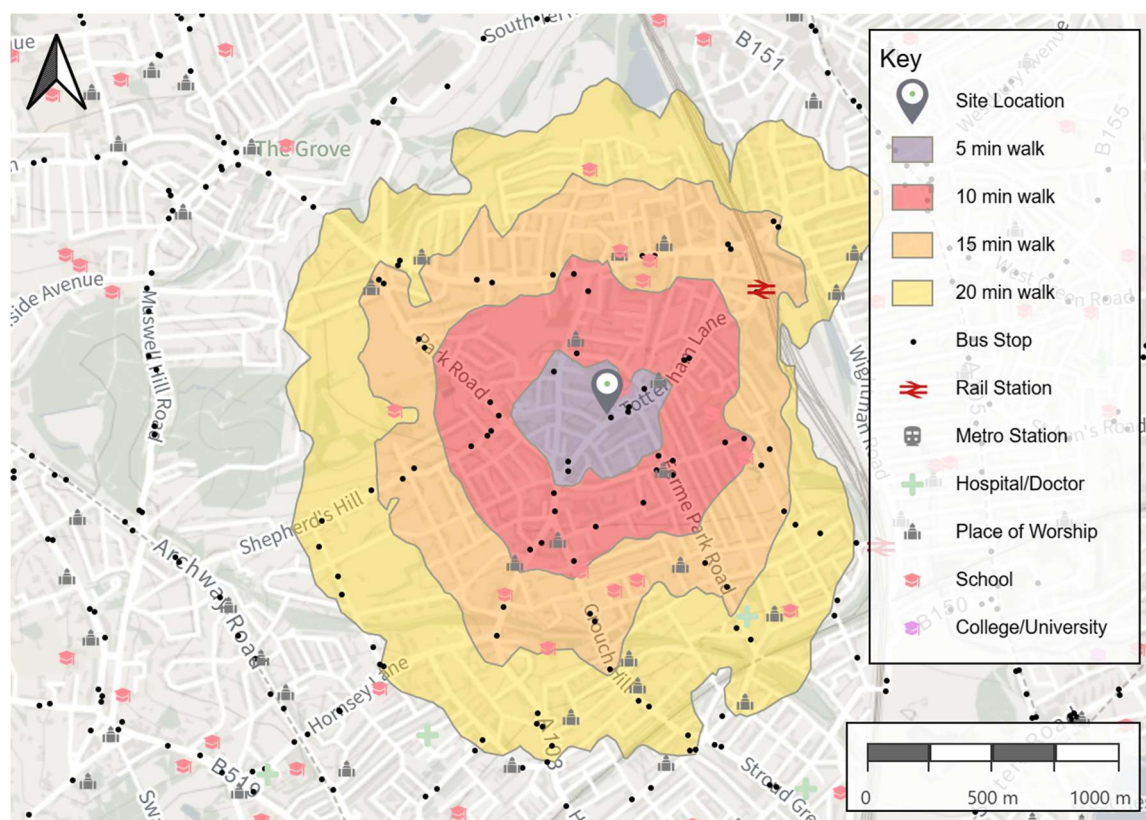
LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
London Overground	Crouch Hill	Westbound	4
		Eastbound	4

3.5.9 Crouch Hill Station provides cycle parking in the form of five uncovered cycle stand spaces with CCTV, which offers a modest level of parking for rail users arriving by bicycle. In accessibility terms, the station is not step-free and is classified as Category C, meaning there is no step-free access to either platform and no lifts are provided. The platforms are situated below the level of the main station entrance and are accessed via stairs, although tactile warning surfaces and help points are available.

3.6 LOCAL AMENITIES

3.6.1 There are various amenities in the local area which can enable regular trips by site users to be made on foot, as shown in **Figure 3-6**.

Figure 3-6: Local Amenities Map



3.7 PERSONAL INJURY COLLISION DATA

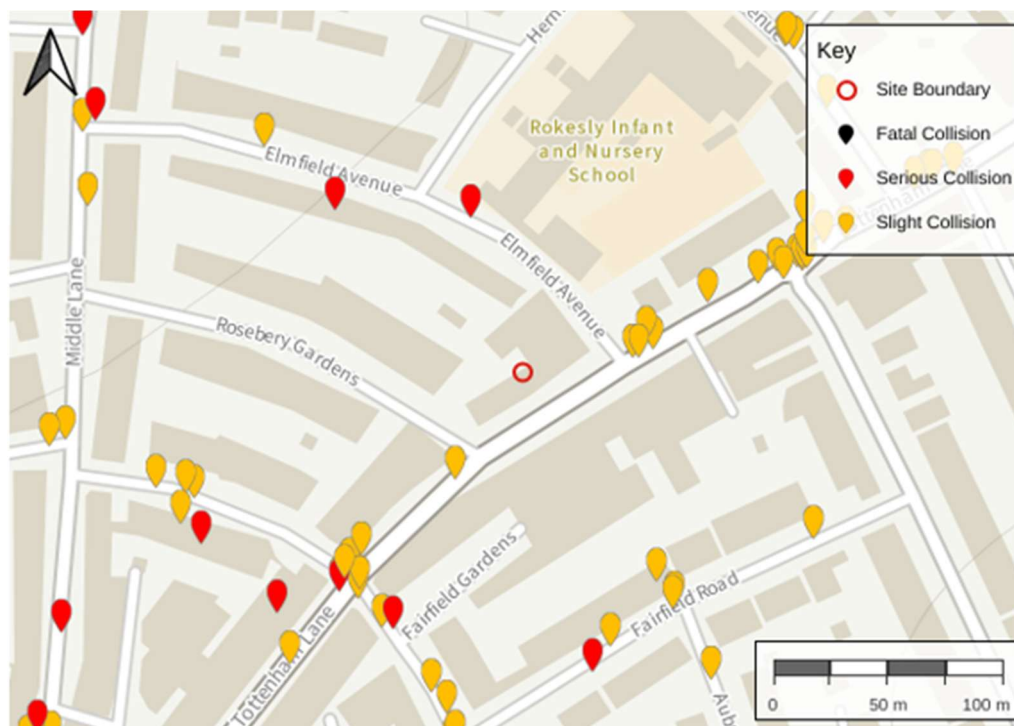
- 3.7.1 The PPG states that Transport Statements should consider the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period. For completeness, the most recent 5-year period has been considered in this section.
- 3.7.2 Personal Injury Accident (PIA) data is collected by the police, approved by the National Statistics Authority (NSA) and reported on by the Department for Transport (DfT) each year. The dataset used for this analysis considers accidents between January 2020 and December 2024.
- 3.7.3 Accidents have been categorised as slight, serious and fatal, with the three groups typically differentiated as:
- **Slight:** where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.
 - **Serious:** records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
 - **Fatal:** any death that occurs within 30 days from causes arising from the accident.
- 3.7.4 The data shows there were a total of 121 within the 0.3km study area during the five-year study period. Of those, 106 were classified as slight and 15 were classified as serious. No fatal collisions were recorded.
- 3.7.5 A breakdown of collision records is summarised in **Table 3-4**, with a mapping of the spatial clustering of accidents in the area shown in **Figure 3-7**.

Table 3-4: Summary of Collision Data Within Study Area

STUDY AREA	ACCIDENT SEVERITY		
	SLIGHT	SERIOUS	FATAL
0.3km Study Area	106	15	0

Source: Department for Transport Road Traffic Statistics (2020 - 2024)

Figure 3-7: Map of Personal Injury Accident (PIA) Data from 2020 – 2024



4 TRAVEL PLAN STRATEGY

4.1 TRAVEL PLAN COORDINATOR

4.1.1 A Travel Plan Coordinator (TPC) will be appointed to take responsibility for the management and implementation of the Travel Plan, including the coordination of measures, monitoring, reporting, and liaison with LBH where required.

4.1.2 The expected roles and responsibilities of the TPC are set out below:

- ⦿ Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- ⦿ Liaising with public transport operators and other sustainable transport service providers to ensure that any new or relevant information is made available;
- ⦿ Overseeing the monitoring and reporting of the Travel Plan, including liaising with LBH where required; and
- ⦿ Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are ongoing throughout the duration of the Travel Plan.

4.1.3 Following the adoption of the Travel Plan, the TPC's role will also involve:

- ⦿ Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This includes offering personalised journey planning advice and providing advice on transport-related subjects to residents, staff and visitors;
- ⦿ On-site coordination of data collection for the plan;
- ⦿ Helping establish and promote the individual measures in the plan;
- ⦿ Providing on-site support to residents, staff and visitors, as required, and
- ⦿ Implementing any additional measures.

4.2 MARKETING

4.2.1 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan, and to disseminate travel information and information regarding the facilities provided to all residents, staff and visitors.

4.2.2 Residents, staff and visitors will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures, via the Travel Information Pack distributed at first occupation or commencement of use. These documents will be regularly reviewed and updated by the TPC.

4.3 SECURING THE PLAN AND FUNDING

4.3.1 The Travel Plan is to be secured through the planning obligation and will remain in force for a minimum of five years from first occupation. All implementation, monitoring and reporting costs will be met by YMCA London City and North.



4.4 REVIEW

- 4.4.1 The Travel Plan will be managed and reviewed by the TPC. The TPC will be appointed by YMCA London City and North prior to first occupation. The TPC will be responsible for reporting progress against the targets set out in Section 5 and coordinating monitoring activities as described in **Section 6**.



5 TRAVEL PLAN TARGETS AND MEASURES

5.1 INTRODUCTION

- 5.1.1 This chapter summarises the specific travel patterns, outcomes and targets and measures to support the achievement of these.
- 5.1.2 An action plan at the end of the report summarises the specific actions and associated timescales, responsibility, and funding sources for each.

5.2 FORECAST TRAVEL PATTERNS

- 5.2.1 At this TP stage, baseline mode share data is not available for the Proposed Development. The baseline mode share will be established through the first resident and staff travel survey, which will be undertaken within three months of first occupation. The results will form the baseline against which future monitoring will be assessed.
- 5.2.2 The TS confirms that the proposals are car-free with exception of 1 Blue Badge space and 1 operational parking space, resulting in an overall reduction of 1 car parking space compared with the existing provision.
- 5.2.3 To ensure that the proposals do not result in additional on-street parking pressure, future residents and staff would be restricted from applying for local on-street parking permits.

5.3 OBJECTIVES

- 5.3.1 The prime objective is to reduce traffic generation as a result of development, supported by a series of measures to encourage greater use of public transport, cycling and walking for trips to and from the Site, and to minimise the number of trips to and from the development by single occupancy-private car:
- ⦿ To raise Travel Plan users' awareness of sustainable modes of travel available at the development;
 - ⦿ To raise Travel Plan users' awareness of the health and fitness benefits of walking and cycling for short journeys; and
 - ⦿ To facilitate and encourage travel by sustainable modes.

5.4 TARGETS

- 5.4.1 Targets are tailored to deliver the objectives of the Travel Plan and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).
- 5.4.2 Two types of targets are considered. 'Action' type targets are physical actions that can be achieved by a set date, for example, appointing a TPC whilst 'Aim' type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in mode split compared to a baseline.
- 5.4.3 It is proposed to set both 'Action' type targets and 'Aim' type targets.

ACTION TARGETS

- 5.4.4 The following Action targets are proposed:

- ⦿ Raise residents' awareness of sustainable travel opportunities and their benefits at first occupation or commencement of use and in particular:
 - How to contact the TPC;
 - The bus services which are available;
 - The rail services which are available;
 - The range of local facilities and amenities which are within walking distance and the health;
 - Benefits of travel by foot; and
 - The cycle parking facilities provided for residents and the health benefits of cycling.
- ⦿ The proposals retain 1 blue badge parking space and 1 operational parking space for staff — a net reduction of 1 car parking space from the existing 3 spaces.
- ⦿ Long-stay cycle parking is provided with 58 spaces comprising 20 e-bike spaces, 38 standard cycle spaces (including 5 staff spaces). Four short-stay visitor spaces are provided by Sheffield stands, with further short-stay spaces located adjacent to the site entrance which currently serve the site (6 spaces).

AIM TARGETS

- 5.4.5 The baseline travel survey will establish the initial mode share for residents and staff. Following completion of the baseline survey, the mode share targets will be agreed with LBH and will seek to minimise car driver trips and encourage walking, cycling and public transport use over the five-year monitoring period.
- 5.4.6 Given that the Proposed Development would provide only 1 Blue Badge parking space and 1 operational parking space, with no general resident car parking, the Travel Plan does not rely on a mode shift away from resident car parking as a primary mitigation measure. Instead, the Travel Plan will seek to maintain a very low level of resident car driver trips and support residents, staff and visitors in making journeys by walking, cycling and public transport. Cycling has been identified as an appropriate mode for short local trips, particularly given the provision of secure cycle parking and the proximity of local services and public transport connections.
- 5.4.7 The following Aim targets are proposed, subject to confirmation following the baseline travel survey:
- ⦿ To increase, or where the baseline position is already high, maintain a high proportion of walking, cycling and public transport trips over the five-year review period;
 - ⦿ To increase cycle use where there is identified potential to do so, supported by the provision of secure long-stay cycle parking, visitor cycle parking, travel information and personalised journey planning.
- 5.4.8 The targets will be reviewed once the travel surveys are undertaken, and the baseline mode share has been captured.

5.5 MEASURES

- 5.5.1 This section outlines the measures which will be implemented on-site in order to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and considered in turn in the following sections:

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

HARD MEASURES

- 5.5.2 Physical aspects of the design of the Proposed Development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to the occupation of the Site and would be funded by the developer.

SITE LAYOUT AND PERMEABILITY

- 5.5.3 Pedestrian access to the Site is provided from the southern boundary via the northern footway of the A103 Tottenham Lane. The Proposed Development retains the existing pedestrian and vehicular access points. The main pedestrian entrance on Tottenham Lane provides a legible arrival route from the wider pedestrian network with passive surveillance from the surrounding street environment.

SECURE CYCLE STORAGE

- 5.5.4 Long-stay cycle parking for 58 spaces will be provided within a secure covered cycle store. This provision has been informed by observed demand from cycle parking surveys at the existing Site and the comparable LandAid House scheme. Four short-stay Sheffield stand spaces are provided for visitors alongside existing short-stay cycle parking spaces located adjacent to site entrance. The cycle store will be accessible from the main entrance.

PUBLIC TRANSPORT INFRASTRUCTURE

- 5.5.5 The Site benefits from multiple bus routes on the A103 Tottenham Lane providing approximately 16–24 buses per hour during weekday peak hours. No specific public transport infrastructure measures are proposed as part of this development. The Travel Plan will promote awareness of bus, underground, overground and national rail services to residents, staff and visitors.

KEY SERVICES & FACILITIES

- 5.5.6 A number of key services and facilities to complement the location and physical design of the Site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the key services are set out in turn below.

PERSONALISED JOURNEY PLANNING

- 5.5.7 The TPC will be available to provide personalised travel planning advice to Travel Plan users where required. The TPC will be able to identify routes to public transport services, schools, employment areas, local facilities and other key destinations.
- 5.5.8 The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of people with mobility impairments.

SOFT MEASURES

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

TRAVEL INFORMATION PACK

- 5.5.10 Residents will be provided with a travel information pack on first occupation. The pack raises awareness of the sustainable travel opportunities and initiatives available, including:

- ④ **Promotion of local, sustainable travel networks**, including:
 - Bus services;
 - Rail services; and
 - Local cycle routes.
- ④ Links to relevant **public transport travel information websites** will be provided.
- ④ **Promotion of local amenities:** The Travel Information Pack will include the locations of nearby key amenities and will encourage trips by foot.
- ④ **Promotion of the cycle parking:** Making residents aware of the cycle parking which is available to them.
- ④ **Promotion of health benefits associated with alternative modes of transport:** The Travel Information Pack will provide details of the health benefits associated with walking and cycling regularly.
- ④ **Details of carbon footprinting:** provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost-saving benefits associated with sustainable travel and reducing car usage.
- ④ **Promotion of key services and facilities:** Full details of the key services and facilities will be included in the Travel Information Pack, including:
 - the availability of the personalised journey planning service;
 - the benefits of remote and flexible working arrangements and digital connectivity options;

- 5.5.11 The Travel Information Pack will be available in both hard copy and electronic format. The Travel Plan will be updated periodically and redistributed in electronic form.

COMMUNITY NOTICE BOARDS

- 5.5.12 Notice boards providing travel information to Travel Plan users will be placed in prominent locations within the development. Online notice boards and digital communications will also be utilised where appropriate.



6 MONITORING AND REVIEW

6.1 OVERVIEW

- 6.1.1 A programme of monitoring and review will be implemented to evaluate the success of the Travel Plan. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the TPC.

6.2 MONITORING

- 6.2.1 Monitoring will be undertaken through occupier travel surveys and cycle parking counts appropriate to the use(s) on-site. In accordance with the planning obligation:
- the baseline survey will be completed within three months of first occupation;
 - follow-up surveys will be carried out every two years thereafter; and
 - the monitoring programme will run for a minimum period of five years.
- 6.2.2 Each survey will be designed in a format agreed in advance with LBH and will seek a minimum 50% response rate from residents (unless an alternative rate is agreed).
- 6.2.3 The TPC will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:
- A summary of the Travel Plan objectives and targets;
 - How and when information has been gathered;
 - Modal split gathered on the travel survey; and
 - Progress towards meeting targets.

6.3 REVIEW

- 6.3.1 The monitoring report will be forwarded to LBH's Travel Plan officers. The TPC will arrange the timing of each survey, collate the data, and prepare the report for submission.
- 6.3.2 Monitoring will continue in the two-year cycle set out above until the fifth anniversary of first occupation. The Travel Plan will then be deemed to have met its planning obligation monitoring requirement.



7 ACTION PLAN

7.1 OVERVIEW

7.1.1 The programme for the implementation of the Travel Plan measures is set out in **Table 7-1**. This sets out tasks, intended implementation dates, and responsibilities.

Table 7-1: Action Plan

THEME AND OBJECTIVE	MEASURE	REVISED ACTION	DELIVERY TIMESCALE	RESPONSIBILITY
TP management, supporting safe and sustainable travel choices	TPC	Nominate a TPC to oversee delivery, monitoring and review of the Framework TP and to act as the main point of contact with LBH.	Before first occupation of the development.	Operator
	Travel information materials	Prepare travel information for staff, residents and visitors, including local walking, cycling and public transport information and Site access information.	Before first occupation of the development.	TPC
	Baseline travel survey	Undertake an initial travel questionnaire survey once the Site is occupied in order to establish baseline travel patterns.	Within three months of first occupation.	TPC
	Updated TP	Review and update the TP following the baseline survey to confirm survey-led targets and any refinements to the agreed measures.	Within three months of completion of the baseline travel survey.	TPC
	Monitoring reports	Prepare a monitoring report following the baseline survey and submit it to LBH for review.	Within three months of completion of the baseline travel survey.	TPC
	Ongoing travel surveys	Repeat travel questionnaire surveys at Years 3 and 5 following first occupation and review progress against the agreed targets.	In Years 3 and 5 following first occupation.	TPC
	Ongoing monitoring reports	Prepare monitoring reports following the Year 3 and Year 5 surveys and submit them to LBH for review.	Within three months of completion of each survey.	TPC
	Review and update of TP	Review the TP following each monitoring stage and update the measures where justified by survey findings or operational experience.	Following each monitoring report and any feedback from LBH.	TPC
	Travel information display	Make current travel information available	Within three months of occupation, with regular review thereafter.	TPC
Promotion and marketing, increasing awareness of sustainable travel	Personalised Travel Planning	Provide Travel Planning advice to residents and staff	From first occupation, with ongoing provision as required.	TPC
Walking and cycling, increasing sustainable mode share	Cycle parking on-site	Provide secure and covered cycle parking within the development in accordance with the approved drawings.	Before first occupation of the development.	Applicant
Public transport, maintaining awareness of alternatives to the private car	Public transport information	Provide up-to-date information on local services and journey planning resources.	From first occupation, with updates at least every six months.	TPC

