

2026

re:shape

Framework Residential Travel Plan

Ashley Park



Ashley Park, Tottenham Hale

Framework Residential Travel Plan

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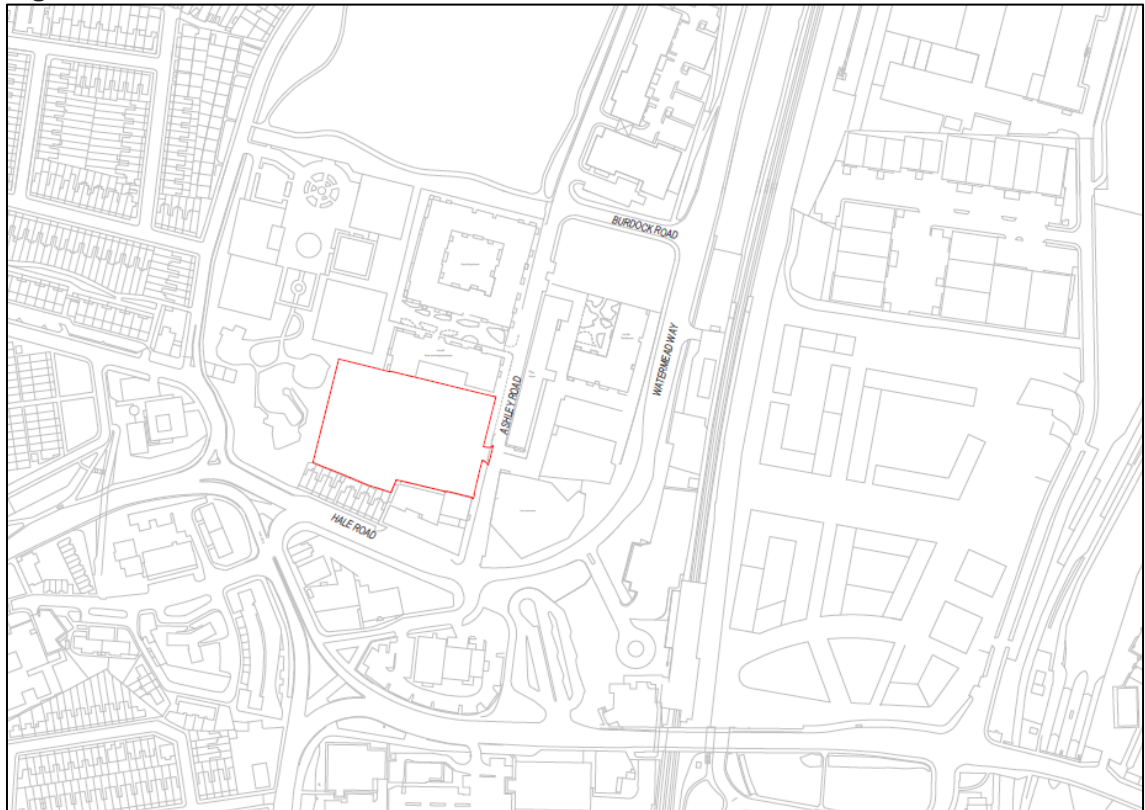
1 INTRODUCTION

- 1.1 Tetra Tech have been commissioned by Re:shape T Ltd to provide a Framework Residential Travel Plan ('FTP') as part of the scope of transport work associated with a proposed redevelopment scheme at Ashley House, Ashley Road, Tottenham Hale in the London Borough of Haringey (LBH).

Site Location & Context

- 1.2 As noted above, the site lies within Tottenham Hale, a key mixed-use area within the London Borough of Haringey. It is located along the spine of Ashley Road.
- 1.3 The location of the site in context of its surroundings is presented in **Figure 1.1** below.

Figure 1.1: Site Location



Proposed Development

- 1.4 The full development description is set out below:

“Mixed use development comprising residential accommodation (Class C3) and shared living accommodation (Sui Generis) alongside commercial/community floorspace (Class

E/F2) and public realm, blue-badge and cycle parking, open space, hard and soft landscaping and all other associated works”

- 1.5 A copy of the proposed development is presented at **Appendix 1**. The development's accommodation schedule and commercial use split are set out in **Table 1.1** and **Table 1.2** respectively .

Table 1.1: Proposed Uses

Land Use	No.
Shared Living Rooms	522 Rooms
Affordable Housing Units	87 Units
Commercial	230m ²
Community	126m ²

What is a Travel Plan?

- 1.6 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is reviewed regularly.
- 1.7 A TP identifies an appropriate package of measures aimed at promoting sustainable travel for site residents, with an emphasis on encouraging the use of sustainable modes and disincentivising any unnecessary vehicular trips. This TP covers all aspects of travel behaviour to, from, and within the site associated with the people living in, working at, or visiting the site.
- 1.8 A well-developed Travel Plan can mitigate adverse traffic impacts of a development, and the Government recognises the importance in achieving improvements in transport conditions at the local level.

Policy and Guidance

- 1.9 This Framework Travel Plan (FTP) was prepared in line with the indications included in the following policies and guidelines, at a national, regional and local level including:
- National Planning Policy Framework (2026);
 - National Planning Practice Guidance;
 - Transport for London's Travel Plan Guidance; and
 - Haringey Council Travel Plans: Assistant Directors, Planning and Regeneration (2012).
- 1.10 While not explicitly mentioned in this FTP, it should be noted that it was also prepared in line with the general policies set out in documents including the Department for Transport's Manual for Streets (2007) and various CIHT publications.

National Planning Policy Framework (2026)

- 1.11 The most recent version of the NPPF was published in August 2026.
- 1.12 The NPPF sets out the Government's planning policies for England and how these should be applied. The key driver is achieving sustainable development with economic, social, and environmental objectives.
- 1.13 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in Section 15 'Promoting Sustainable Transport'.
- 1.14 Policy TR1 of Section 15 focuses on a 'vision-led approach to transport planning' and states the following:

Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places.

This should be done by:

- a. "Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils"
 - b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure;
 - c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and
 - e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them.
- 1.15 TR2, which focuses on local parking standards states:
- "Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport."**
- 1.16 Policy TR3, focusing on Locating development in sustainable location states:
- "So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should**

reflect the following principles, taking into account the vision for the site, the type of development and its location.”

- 1.17 TR6 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

“Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

- 1.18 The development proposals have been planned and designed following the key principles of the NPPF, starting from the very definition of sustainable development.

- 1.19 As evidenced in this FTP and expanded in the Healthy Streets Transport Assessment (TA) also prepared for the purpose of this application, the proposed development is situated in a sustainable location and is accessible by a variety of modes of travel. The proposals encourage active and sustainable modes of travel a variety of measures including (but not limited to):

- Limiting on-site car parking to accessible spaces only;
- Providing cycle parking in accordance with the relevant standards;

- Providing a mix of on-site uses reducing the need for residents to travel;
- Providing a Framework Travel Plan that will form the basis of future travel plans for both residential and commercial uses

National Planning Practice Guidance (2021)

- 1.20 The latest update to the national Government's National Planning Practice Guidance¹ (NPPG) for Travel Plans, Transport Assessment and Statements in decision-taking was released on 6 March 2014.
- 1.21 Regarding Travel Plans, the guidance states that they should be used as "long-term management strategies for integrating proposals for suitable travel into the planning process". It continues to state that Travel Plans should be "proportionate to the size and scope of the proposed development to which they relate" and furthermore that they must be "tailored to particular local circumstances".
- 1.22 The NPPG states that Travel Plans can positively contribute towards numerous aspects of travel and within a proposed development.

TfL Guidance

- 1.23 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- 1.24 Regarding Travel Plans, the London Plan states that:
- "It is important that development proposals reduce the negative impact of development on the transport network and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes"**².
- 1.25 The Transport for London (TfL) provide guidance on the preparation of Travel Plans including identifying the following benefits for both the development and developers as set out below:
- "Less congestion and therefore improved safety on local roads by promoting alternatives to the car**
- **Reduced highway capacity problems by promoting sustainable travel choices**
 - **Local environmental improvements from reduced congestion, carbon emissions, pollution and noise**

¹ [Travel Plans, Transport Assessments and Statements - GOV.UK](#)

² London Plan (2021) Paragraph 10.4.3

- **Making the site more attractive to potential occupiers/users**
- **Increased opportunities for active healthy travel, such as walking and cycling**
- **Reduced demand for parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives**
- **Improved travel choice, quality and affordable access to services for all users**
- **Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives”³**

1.26 The TfL guidance also sets out what should be included within a Travel Plan, including:

- An introduction;
- The context of the development proposals;
- An assessment of the site’s accessibility by various mods of travel;
- Details of any travel surveys that have been undertaken;
- What the objectives are for the Travel Plan;
- The identification of appropriate targets;
- A package of measures which contribute to achieving the objectives and targets;
- Details of the Travel Plan’s management;
- Details of the monitoring strategy;
- An Action Plan with measures attributed to individuals / organisations; and
- Details of how the Travel Plan will be secured and enforced.

1.27 This FTP has been developed in the context of the above, noting that as a framework, some elements will form part of future Travel Plans for the individual land uses on the site. We anticipate that future Travel Plans will be secured through a condition placed on any permission granted utilising this FTP as the baseline.

Haringey Council Travel Plans: Policy, Guidance and Implementation (2012)

1.28 Haringey’s guidance sets out when travel plans are required for new development, how they should be secured and the preferred approach for delivering and monitoring them. Travel plans are normally drafted and submitted with planning applications that meet specified thresholds (detailed in Appendix 1) and are usually confirmed at pre-application stage. The council prefers travel plans to be secured through Section 106 agreements rather than by planning condition because S106 obligations run with the land, are enforceable against future owners, and provide a reliable means to secure funding for monitoring and implementation. Transport for London (TfL) good practice criteria is recommended as the standards to follow.

³ [benefits-of-a-travel-plan.pdf](#)

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- 1.29 The guidance highlights practical delivery issues: travel plans should start before occupation/commencement of use, and where conditions are used the developer remains responsible for submitting the plan for approval when reserved matters are sought. A significant time lag between planning consent and occupation can make monitoring compliance difficult, so the council may withhold validation of applications until a travel plan is submitted and will seek S106 wording that clarifies responsibilities.

Report Structure

- 1.30 This Travel Plan has been produced in accordance with TfL guidelines and is further structured as follows:

Section 2 – Existing Conditions & Site Accessibility;

Section 3 – Aim, Objectives, and Benefits;

Section 4 – Travel Data & Targets;

Section 5 – Implementation;

Section 6 – Marketing & Promotion;

Section 7 – Measures & Initiatives;

Section 8 – Monitoring & Review Strategy; and

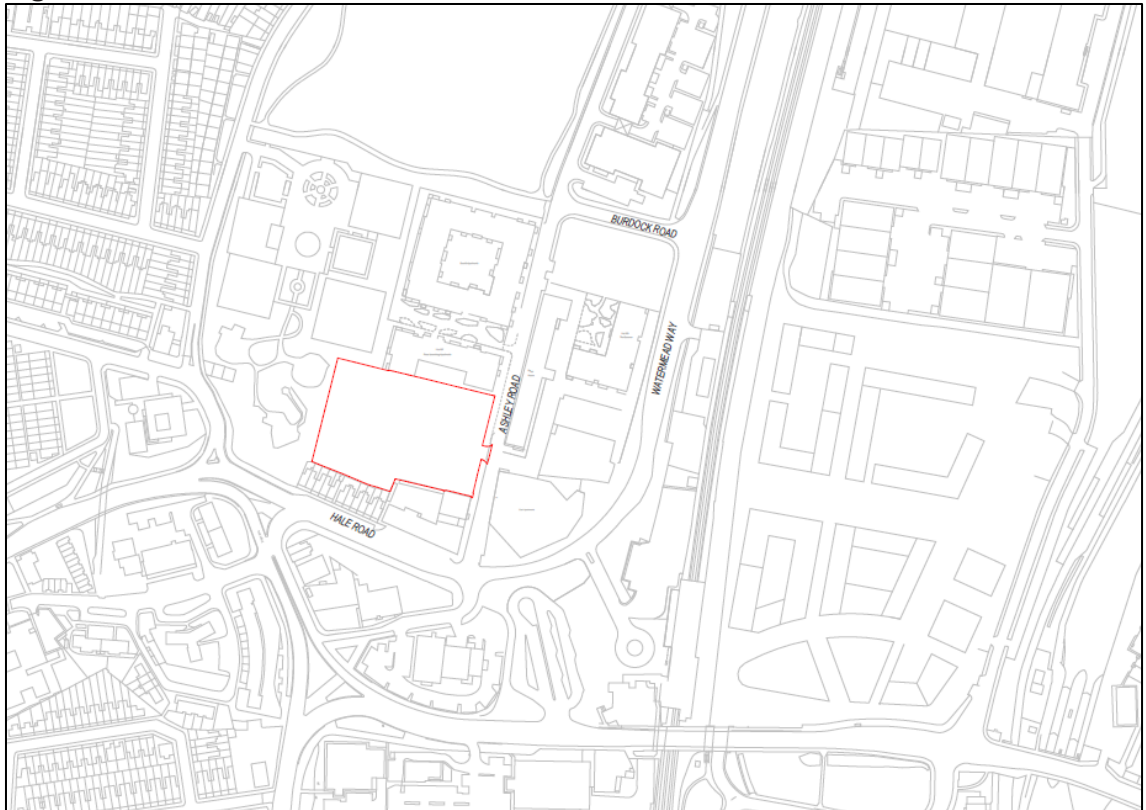
Section 9 – Action Plan.

2 EXISTING CONDITIONS & SITE ACCESSIBILITY

Development Site

- 2.1 As noted above, the site lies within Tottenham Hale, a key mixed-use area within the London Borough of Haringey. It is located along the spine of Ashley Road.
- 2.2 The location of the site in context of its surroundings is presented in **Figure 2.1** below.

Figure 2.1: Site Location



Source: QGIS, © OpenStreetMap contributors

Pedestrian and Cycle Network

Pedestrian Infrastructure

- 2.3 The CIHT's guidance 'Guidelines for Providing for Journeys on Foot' (2000) states in paragraph 3.32 and within Table 3.2 that the preferred maximum walking distance to facilities and local services is 2,000m. The distances for various land uses are outlined in **Table 2.1**.

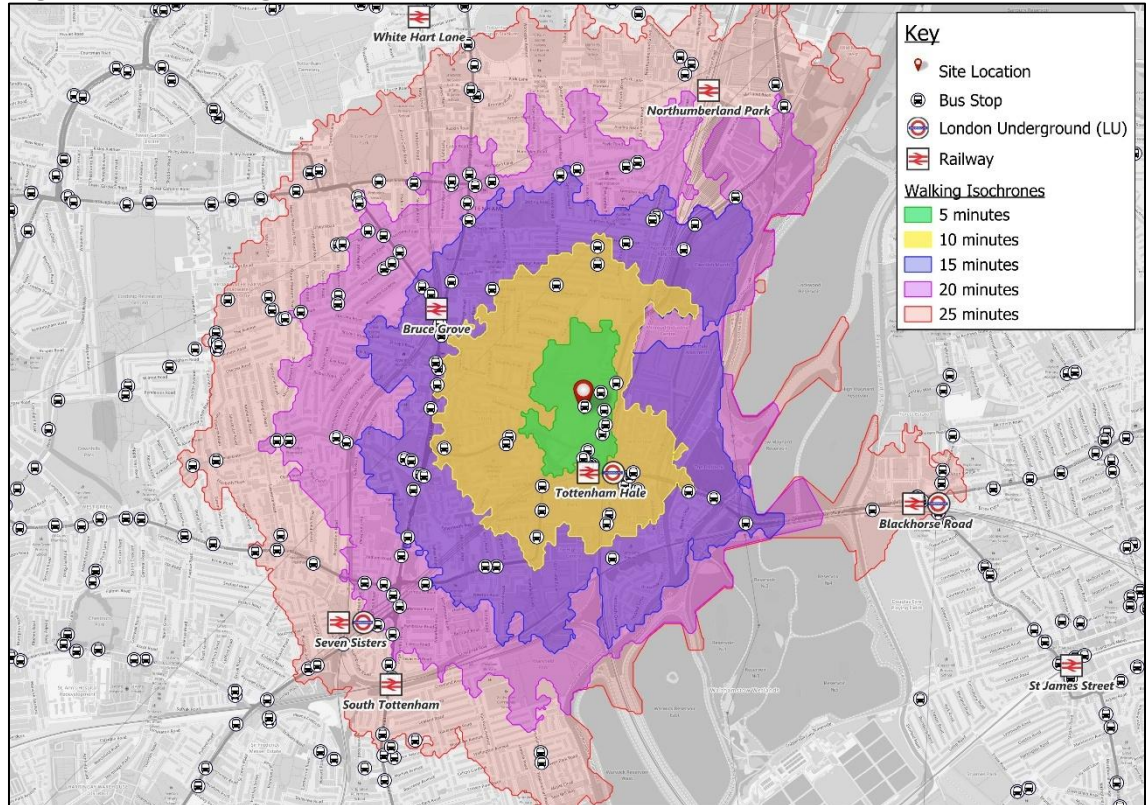
Table 2.1: Acceptable Walking Distances (m)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: CIHT Guidelines for Providing for Journeys on Foot (2000)

- 2.4 There are well-established footways and crossing points in the vicinity of the site. The existing pedestrian routes provide a continuous paved link along Ashley Road and through the surrounding area. Ashley Road features raised tables at various locations, improving pedestrian crossing safety. Ashley Road also gives pedestrians direct access to the A1055 Watermead Way, which connects to the wider pedestrian network.
- 2.5 Footway widths on Ashley Road vary from approximately 3.1 m to 5.5 m. The footway directly along the site frontages measures about 4.5–5.5 m around the perimeter of the southern parcel and about 2.5 m around the perimeter of the northern parcel. Some grass verges are present along parts of Ashley Road, typically around 1.5 m wide. Footways along the A1055 Watermead Way are approximately 2.5 m to 9.0 m wide.
- 2.6 Signal-controlled pedestrian crossings are located along Watermead Way. The nearest crossing to the site is directly opposite the northern parcel's frontage on Watermead Way. This staggered crossing provides a safe route to the eastern footway on Watermead Way.
- 2.7 Approximately 50 m south of the southern parcel there is another signal-controlled crossing adjacent to the Ashley Road / A1055 Watermead Way junction, providing a safe crossing of Watermead Way and onward access toward Tottenham Hale Station and Tottenham Hale Retail Park.
- 2.8 The wide footways on the junction approaches support pedestrian movement and enable efficient operation of the signal-controlled crossings, allowing pedestrians to move through the local network with minimal delay.
- 2.9 An informal pedestrian route through Down Lane Park lies about 20 m from the northern parcel and about 150 m from the southern parcel. This route connects the site to Park View Road and to nearby sports fields.
- 2.10 **Figure 2.2** below shows walking isochrones for 5, 10, 15 and 20 minutes from the site frontage on Ashley Road. The midpoint between the two parcels was used as a proxy to determine the isochrones. As shown, a range of key services and amenities can be reached within a 15-minute walk, with access to bus, Underground and rail services available in under 5 minutes.

Figure 2.2: Walking Isochrones

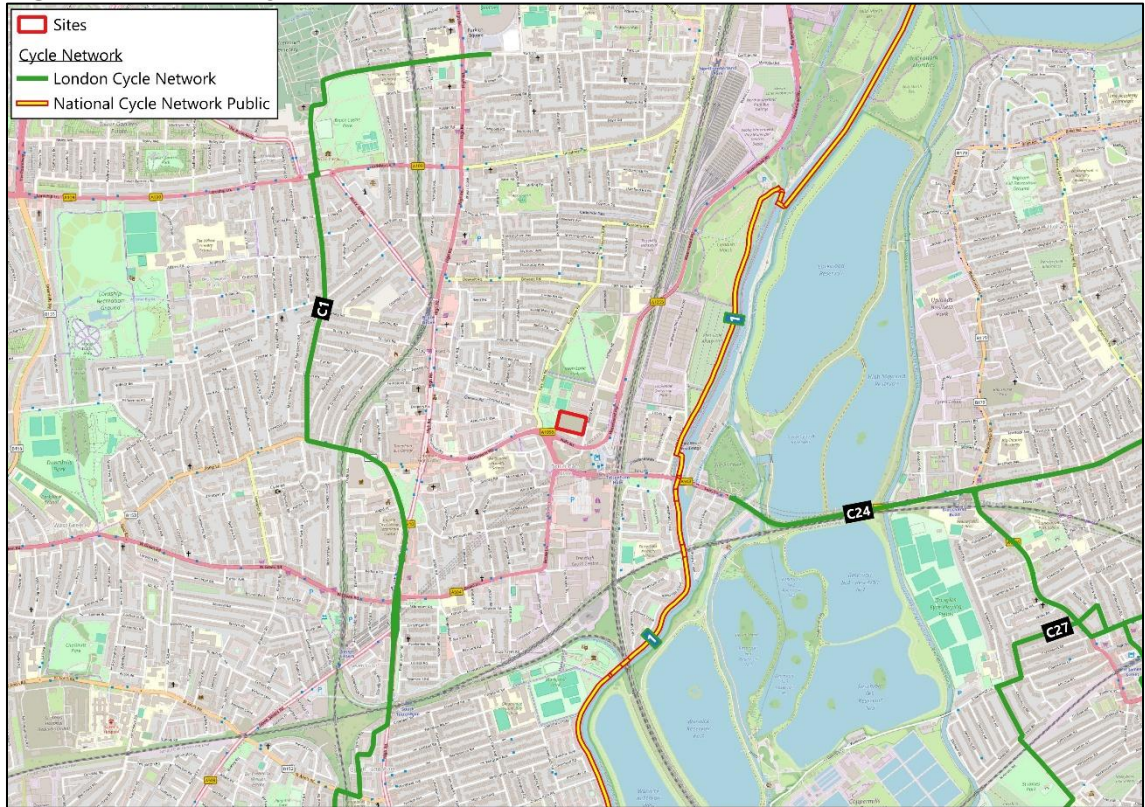


Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

Cycle Infrastructure

- 2.11 Cycling has potential for sustainable journeys, particularly for less than five miles in length. LTN 1/20 'Cycle Infrastructure Design' advises that two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.
- 2.12 While dependent on available infrastructure and other circumstances, these trips , in conjunction with shorter trips also suitable for walking, are an important focus when considering access to local facilities for a proposed development. The distance that people are willing to cycle varies based on their ability, the quality, safety, and provision of infrastructure, and available destinations.
- 2.13 Topography is not an impediment to cycling within the vicinity of the site. Cycle routes around the site are illustrated within **Figure 2.3** while cycle isochrone mapping can be found in **Figure 2.4**.

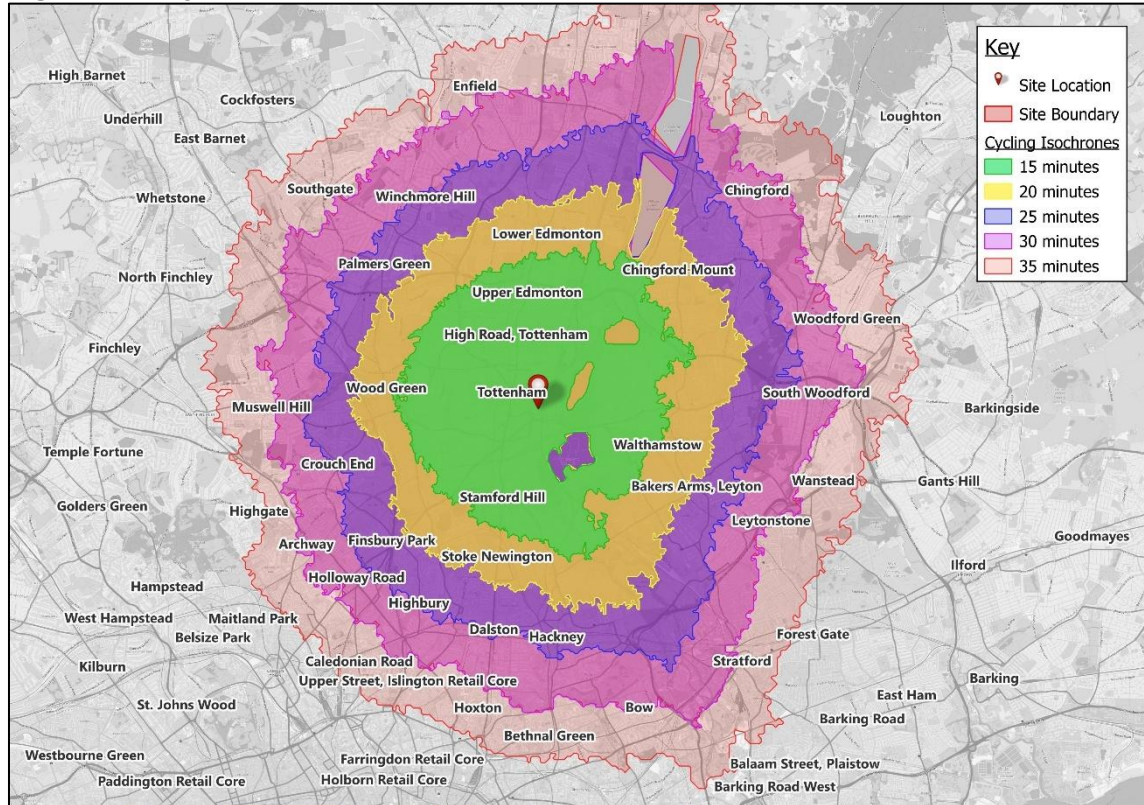
Figure 2.3: Local Cycle Network



Source: QGIS, © OpenStreetMap contributors

- 2.14 The cycle isochrone mapping shown below in **Figure 2.4** provides travel time isochrones from the site. The isochrones illustrate 10, 20, and 30-minute cycle times. Within 10 minutes, all of Tottenham can be reached, while Hackney, Finsbury Park, Palmers Green, Walthamstow and Dalston can be reached within a 25-minute cycle ride. This demonstrates that the site is accessible for journeys to a large area of North London, providing links to onward travel, employment, shopping facilities and leisure activities.

Figure 2.4: Cycle Isochrones



Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

- 2.15 The site is located within reasonable cycling distance of three named routes within London's extensive Cycleway network (LCN) and various unnamed cycle routes which form part of the LCN, offering a wide selection of protected, traffic-free, or low-traffic routes aimed at catering for cyclists of all ages and abilities.
- 2.16 The cycle isochrone figure also shows that to the south of Tottenham Hale station, Ferry Lane forms part of Cycleway 24, a direct route across to Walthamstow and a connection to Cycleway 1, one of London's principal cycle routes providing a direct link to Central London to the south.
- 2.17 Ashley Road also forms part of one of many unclassified cycle routes in the area, running north toward Watermead Way and continuing to C21.
- 2.18 Cycleways aim to promote cycling as a viable and environmentally friendly mode of transport, reducing reliance on cars and improving air quality. **Figure 4.3** shows the abovementioned cycleways in relation to the site's location.
- 2.19 Additional on-street cycle parking is available across the local highway network in the form of Sheffield stands. The nearest on-street facilities are located circa 50m north of the southern parcel and provide 10 cycle parking spaces in the form of 5 Sheffield Stands.
- 2.20 Various e-bikes and e-scooters can also be hired near the site through micromobility companies on a per-use basis. Designated drop-off and pick-up bays are located adjacent to Tottenham Hale Station.

Active Travel Zone

- 2.21 An Active Travel Zone (ATZ) assessment has been undertaken within the locality of the proposed site. As advised within the ATZ – Transport Assessments document on Transport for London's Transport Assessment Guidance website, the assessment considers all key potential destinations that future residents could travel to by walking or cycling.
- 2.22 **Table 2.2** is a list of all the key potential destinations that residents may travel to and the journey times by walking and cycling. This table is not meant to provide an exhaustive list but rather the most likely facilities and amenities that future residents of the proposed development are likely to use.
- 2.23 The Active Travel Zone table located overleaf shows that there are numerous facilities and amenities within reasonable walking and cycling distances of the site. These include:
- Public Transport stations and stops;
 - Local current and future Strategic London-Wide Cycle infrastructure;
 - Town Centres;
 - Schools / Colleges;
 - Parks; and
 - Medical Facilities.

Table 2.2: ATZ Map – Key Potential Destinations from the Site

Facility	Distance from Site	Journey Time (minutes)	
		Walking	Cycling
Public Transport Stops / Stations			
Burdock Road / Lea Valley (Stop G)	260m	3mins	<1min
Tottenham Hale Station	200m	3mins	<1min
Tottenham Hale Bus Station	130m	2mins	<1min
Tottenham Hale Underground Station	180m	2mins	<1mi
Bruce Grove Overground Station	1100m	15mins	4mins
London Cycleways			
Ashley Road Cycleway	5m	<1min	<1min
National Cycle Route 1	500m	6mins	1min
London Cycleway 24 (C24)	220m	3mins	<1min
London Cycleway 1 (C1)	1200m	14mins	6mins
Town Centres			
Bruce Grove Town Centre	800m	10mins	2mins
Parks			
Down Lane Park	130m	2mins	<1min

Down Lane Park Sports Courts	270m	3mins	<1min
Tottenham Marshes	700m	9mins	2mins
Abbey Recreation Grounds	1000m	13mins	2mins
Schools / Colleges			
Harris Academy	200m	3mins	<1min
Hyland House School	800m	10mins	2mins
The Mullberry Primary School	800m	10mins	2mins
Bruce Grove Primary School	1300m	17mins	3mins
London Enterprise College	1900m	24mins	5mins
Place of Worship			
St Francis' at The Engine Room Church	900m	10mins	4mins
Church of the Good Shepherd	650m	9mins	2mins
ICMG UK Mosque	800m	12mins	4mins
Holy Trinity Church	850m	13mins	6mins
Medical Centres / Hospitals			
Tottenham Hale Osteopaths	70m	<1min	<1min
Spire Wimbledon Clinic	290m	4mins	<1min
Charlton House Medical Centre	1500m	19mins	4mins
Work Destinations			
Tottenham Hale Retail Centre	220m	3mins	<1min
Mill Mead Industrial Estate	1400m	18mins	3mins

Note: The walking and cycle length/ times have been calculated from the nearest perimeter of each parcel to the amenity.

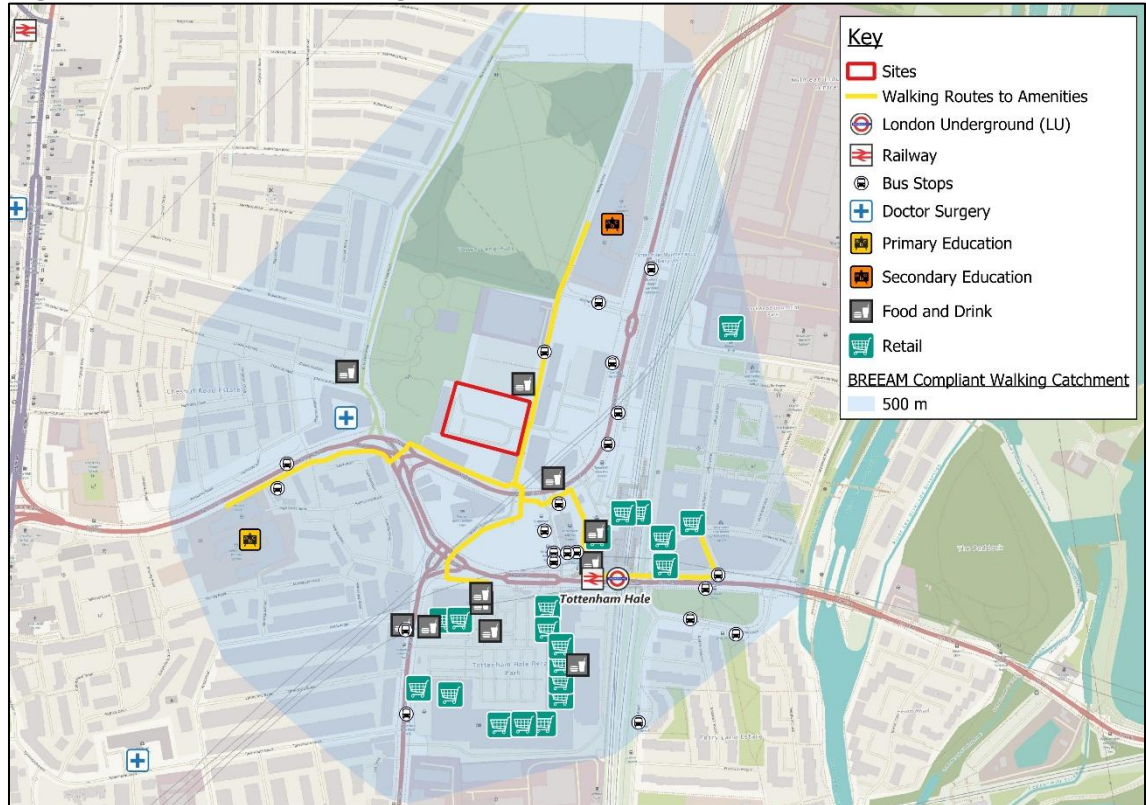
Assumed Walking Speed = 78m / min, Assumed Cycling Speed = 420m / min

- 2.24 It is evident from **Table 2.2** that walking and cycling offers a great potential particularly for shorter trips and shows that many local facilities including key transport nodes are located within short walking and cycling distances from the site.

BREEAM Compliant Amenities

- 2.25 As this Transport Assessment has been produced to comply with BREEAM guidance as set out in the introduction, a review of relevant amenities within 500m walking distance has been identified alongside safe walking routes. These are reproduced in **Figure 2.5**.

Figure 2.5: BREEAM Walking Catchment

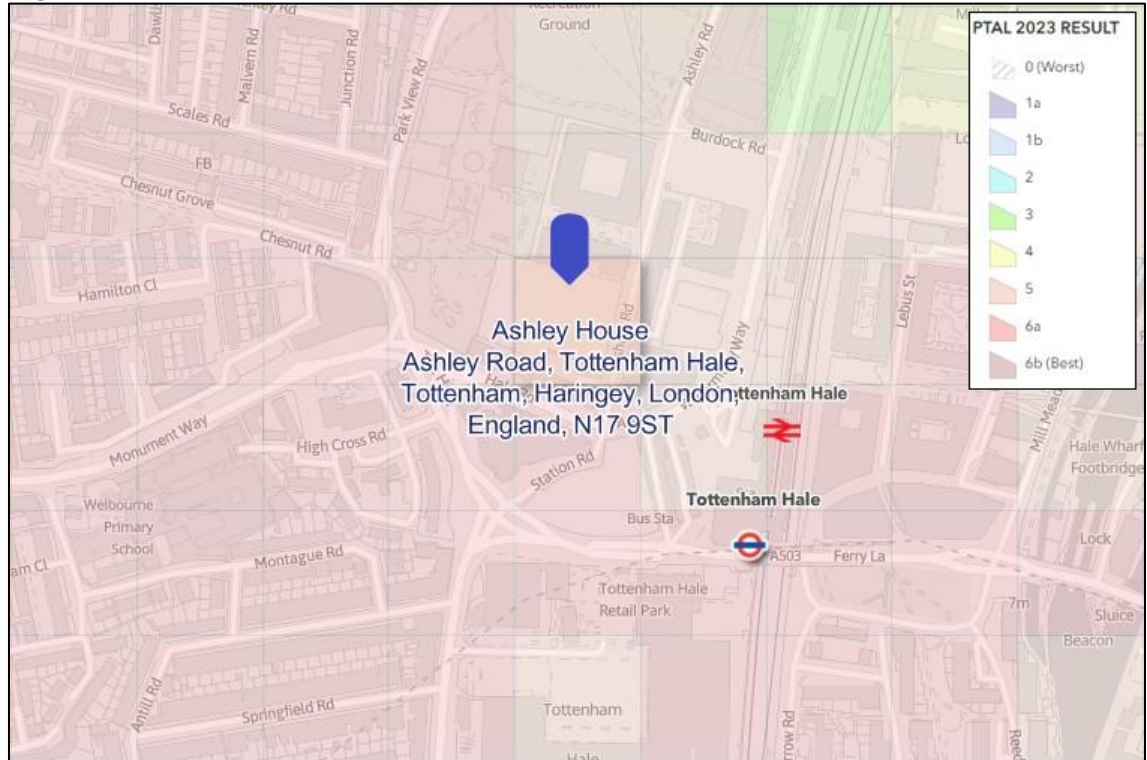


Public Transport Accessibility

PTAL

- 2.26 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. TfL's WebCAT tool calculates a PTAL rating 5, showing a high level of public transport accessibility. **Figure 2.6** below shows the PTAL of the site within the context of the surrounding area.

Figure 2.6: Site Area PTAL Map



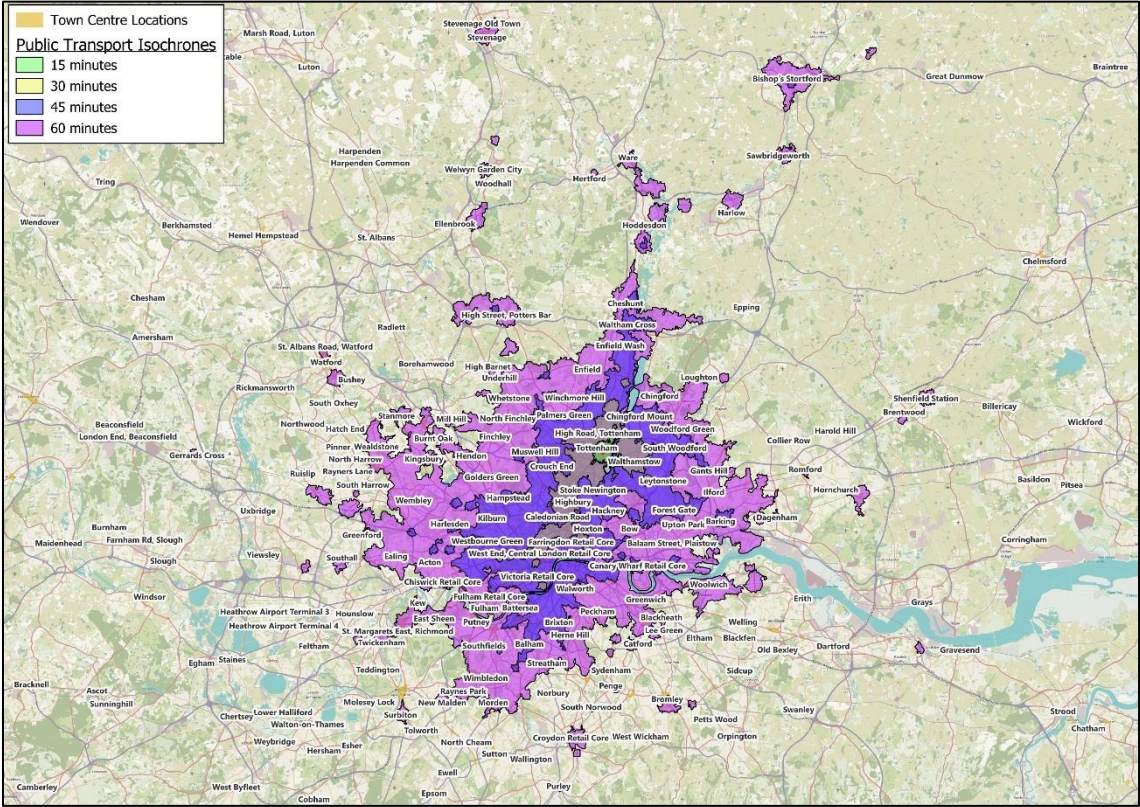
Source: TfL WebCAT Service⁴

Transport Isochrones

- 2.27 The site's high PTAL rating ensures strong public-transport connectivity. As shown, the majority of central London can be reached within 45 minutes; this also includes central locations such as Huddesdon and Bishop's Stortford. Within an hour, most of London can be reached, including outer-London locations such as Croydon, Hornchurch, Brentwood, Shenfield, Watford, Hatfield, Welwyn Garden City, Hertford and Stansted Airport. **Figure 2.7** illustrates areas accessible from the site within 15, 30, 45 and 60 minutes by public transport.

⁴ [WebCAT 3.0 - Web-based Connectivity Assessment Toolkit](#)

Figure 2.7: Public Transport Isochrones



Bus Services

- 2.28
- PTAL guidance considers that people are willing to walk up to eight minutes to access bus stops. TfL therefore considers bus stops within 640m of a development (80m x 8 minutes) to be accessible.
- 2.29
- The site is served directly by Tottenham Hale Bus Station, which is situated around 110m from the southern part of the development and circa 260m from the northern part of the development. There is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in **Figure 2.3**. As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.

Table 2.3: Bus Stops Near Site

Service	Route	Frequency			
		AM Peak	PM Peak	Sat	Sun
Tottenham Hale Bus Station					

W4	Tottenham Hale Bus Station – Tottenham Hale Retail Park – College of North East London – Tottenham Town Hall – Bruce Grove Station – Turnpike Lane Station – Wood Green Station	Every 8–12 minutes	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes
N73*	Walthamstow Bus Station – Blackhorse Road – Tottenham Hale Bus Station – Tottenham High Road – Tottenham Court Road – Oxford Circus	N/A	N/A	Night/early-morning pattern (varied)	Night/early-morning pattern (varied)
N41*	Tottenham Hale Bus Station - Seven Sisters Station - Turnpike Lane Bus Station - Hornsey Station Crouch End Broadway - Hornsey Rise - Archway Station - Upper Holloway Station - Holloway Road Station - Highbury & Islington Station - Angel Station - Islington High Street - Vernon Place (for Holborn Station) - Leicester Square Station- Trafalgar Square Whitehall	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern
41	Archway Station (Junction Road) - Crouch End Broadway - Hornsey High Street - Turnpike Lane Station West Green Road - Seven Sisters Station - Tottenham Hale Bus Station	Every 5 – 8 minutes	Every 5 – 8 minutes	Every 5 – 9 minutes	Every 12 – 13 minutes
76	Tottenham Hale Bus Station – Park View Road – Seven Sisters Station – Stoke Newington – Dalston Kingsland – Old Street / Moorgate	Every 6–9 minutes	Every 10–12 minutes	Every 9–13 minutes	Every 11–13 minutes
123	Tottenham Hale Bus Station – Tottenham High Road – Bruce Grove Station – Mount Pleasant Road – Turnpike Lane Bus Station – Ilford / Hainault area	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 8–12 minutes
230	Tottenham Hale Bus Station – Mill Mead Road – Walthamstow Wetlands – Blackhorse Road – Walthamstow Bus Station – Wood Street	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes
Burdock Road / Lee Valley Technopark (Stop G)					
192	Burdock Road / Lee Valley Technopark – Northumberland Park / Meridian Water – Edmonton Green – Plevna Road – Edmonton Green Bus Station – Enfield Town	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 11–13 minutes

Source: TfL (November 2025)

Notes: * AM and PM frequencies for night services represent peak frequency throughout its service window

- 2.30 As shown in 110m from the site, there is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in **Table 2.3**. As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.
- 2.31 **Table 2.4** eight bus services are available within short walking distance of the site. It is anticipated that buses will serve as an important mode of travel for future residents of the development.

London Underground (Victoria Line)

- 2.32 Tottenham Hale Underground Station is 250m to the south of the site, which is on the Victoria Line, **Table 2.4** illustrates the peak frequency.

Table 2.4: Tottenham Hale Underground Services

Line	Route	First Train	Last Train	Average Peak Frequency
District Line	Walthamstow Central – Blackhorse Road – Tottenham Hale – Seven Sisters – Finsbury Park – Highbury & Islington – King’s Cross St. Pancras – Euston – Warren Street – Oxford Circus – Green Park – Victoria – Pimlico – Vauxhall – Stockwell – Brixton	05:28	00:35	27 per hour

Source: TfL Timetable Information (2025)

- 2.33 Access to the Victoria Line at Tottenham Hale Station allows quick and easy access to Central London. Furthermore, there is a direct access from the station to the key London train termini at London King Cross and St Pancras – which includes national services across the UK and international services to mainland Europe.
- 2.34 Given the proximity of Tottenham Hale Station to the site and its level of integration with the rest of the London Underground network, it is anticipated that a substantial proportion of future residents would travel by this mode of transport.

National Rail

- 2.35 Tottenham Hale Station also offers National Rail services are operated by Greater Anglia on the West Anglia Main Line, serving both local trains and faster services. Regular southbound services run into London Liverpool Street with typical journey times of around 9–12 minutes on faster trains and 15–20 minutes on all-stops services; northbound trains serve destinations such as Cheshunt, Broxbourne, Stansted Airport and Cambridge.
- 2.36 Frequency is high during weekday daytime hours, combining multiple routes to provide several trains per hour in each direction, exact frequencies and calling patterns change outside peak periods and at weekends.

Overground - Weaver Line

- 2.37 Bruce Grove Overground Station is located approximately 15 minutes from the sites to the north west. This station is served by the Weaver Line which runs between London Liverpool Street and Cheshunt and Enfield. A breakdown of these services can be found in **Table 2.5** below.

Table 2.5: Bruce Grove Overground Services

Line	Route	First Train	Last Train	Average Peak Frequency
London Liverpool – Enfield Town	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Bush Hill Park, Enfield Town.	06:20	00:20	4 per hour
Weaver London Liverpool – Cheshunt	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Southbury, Turkey Street, Theobalds Grove, Cheshunt.	06:05	00:05	3 per hour

Source: TfL Timetable Information (2025)

Local Highway Network

Ashley Road & Burdock Road

- 2.38 Ashley Road and Burdock Road are both situated directly adjacent to the site. Ashley Road runs in a north–south direction and is one-way from south to north (except for bicycles) from the junction with Watermead Way/Station Road/Hale Road. Ashley Road has a speed limit of 20 mph and is approximately 3 m wide.
- 2.39 Burdock Road is a short, two-way single-carriageway road with a width of approximately 7.3 m. The route runs from Ashley Road in the west to Watermead Way in the east.
- 2.40 The Ashley Road/Station Road/Hale Road/Watermead Way junction is signalised with pedestrian phases. The Burdock Road/A1044 Watermead Way junction to the north is also signalised with pedestrian phases.

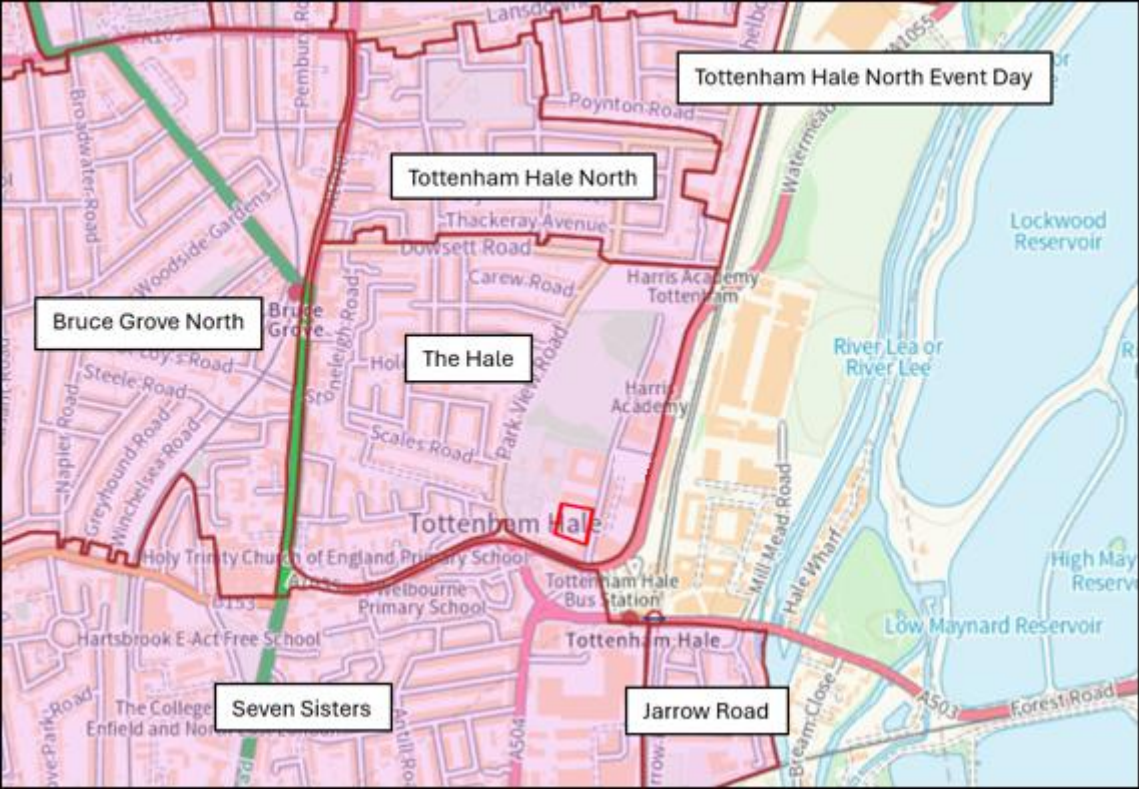
A1044 Watermead Way

- 2.41 The A1044 Watermead Way runs to the east of the site. North of the site the road has two carriageways; the southbound carriageway narrows between two lanes and one lane in the vicinity of the development.

Parking and Waiting Restrictions

- 2.42 As can be seen in **Figure 2.8** the site and immediate surrounding area are located within of one of LBH’s Controlled Parking Zone (‘CPZ’).

Figure 2.8: CPZ Map



Source: [London Borough of Haringey CPZ Map](#)

2.43 As shown above, the site sits within The Hale. The imposed restrictions for each zone are set out in **Table 2.6**

Table 2.6 : CPZ Restrictions

CPZ	Restrictions	Notes
The Hale	Non-event days CPZ hours are Monday to Friday, 8.30am to 6.30pm Parking is free outside these CPZ hours and on bank holidays. Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	On-street parking is £2.50 per hour.

Tottenham Hale North	Non-event days CPZ hours are Monday to Sunday, 8am to 6.30pm. Parking is free outside these CPZ hours and on bank holidays. Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	On-street parking is £1.50 per hour.
Tottenham Hale North Event Day	Non-event days You only need a permit to park in this CPZ when events are happening at Tottenham Hotspur Football Stadium. Event days CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 5pm to 8.30pm Saturday, Sunday and bank holidays, 12 noon to 8pm	Parking is free outside of these CPZ hours.
Seven Sisters	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour. Parking is free outside these CPZ hours and on bank holidays.
Jarrow Road	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour. Parking is free outside these CPZ hours and on bank holidays.
Bruce Grove North	Non-event days CPZ hours are Monday to Saturday, 8am to 6.30pm. Parking is free outside these CPZ hours and on bank holidays Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium:	On-street parking is £2.50 per hour.

Monday to Friday, 8am to 8.30pm
Saturday and Sunday, 8am to 8pm
bank holidays, 12noon to 8pm
Parking is free outside these CPZ hours.

Summary

- 2.44 The development site is located in Tottenham Hale, in the London Borough of Haringey, in a mixed-use area and developing area. The sites are situated along the spine road of Ashley Road and bound by the A1055 Watermead Way to the east and south. Burdock Road is adjacent to the north parcel of land.
- 2.45 There are well established footways and crossing points in the vicinity of the site. The existing pedestrian routes provide a continuous paved link along Ashley Road and Watermead Way, this is the consensus for the surrounding area. These road gives pedestrians direct access to the Tottenham Hale Train Station and the Tottenham Hale Bus Station, which enables in/outbound travel options.
- 2.46 The site is located within reasonable cycling distance of two routes within London's extensive Cycleway network (C1 and C24), offering a wide selection of protected, traffic-free, or low-traffic routes aimed at catering for cyclists of all ages and abilities. National cycle route 1 also runs close to the site, which an offers offroad route for cyclists along the wetlands and canals in proximity to the site.
- 2.47 As mentioned, the site is served by Tottenham Hale Bus Station that provide connections to a variety of destinations across London, there are also two-night buses. Tottenham Hale Train Station offers both Victoria line underground services and National Rail services.
- 2.48 The site is well connected to the local highway network via the A1055 Watermead Way to the east and A10 High Road to the west. The roads around the site have low speed limits and are well-lit.

3 AIM, OBJECTIVES, AND BENEFITS

3.1 This section sets out the aims, objectives, and benefits of this TP.

3.2 Since Travel Plans are used to encourage more sustainable means of transport, the aim of this FTP is therefore to:

“Maximise the number of trips made to and from the site by active and sustainable modes of travel, and to reduce the reliance on private car travel by residents, employees, and visitors.”

3.3 As explained previously, this development will be car-free, with limited parking for blue-badge holders. Therefore, the aim shifts from reducing single-occupancy vehicle journeys to encouraging residents to use active travel - such as walking and cycling - and public transport.

Objectives

3.4 The aim of this TP will be achieved through the delivery and completion of a series of objectives:

- **Objective 1:** Raise awareness and promote the use of more sustainable travel options placing the emphasis on the benefits of using active travel then public transport;
- **Objective 2:** Provide Travel Information Packs to residents and distribute relevant sustainable travel information;
- **Objective 3:** Ensure the site is accessible to all users, including those with mobility impairments;
- **Objective 4:** Continually evaluate the transport needs of residents and update plans when necessary; and
- **Objective 5:** Maintain a clear line of communication with all residents ensure they have access to relevant and updated travel information.

Benefits

3.5 The development and implementation of a TP has many benefits to residents, including:

- **Health Benefits:** Alternative forms of travel include an element of exercise such as walking to / from a bus stop or train station. This is something that can be done with ease at the said development as bus stops and Tottenham Hale train station are within 250 m. This can improve personal and wider community health;
- **Environmental Benefits:** More sustainable modes of travel will minimise the impact of travel on the surrounding road network and local communities. Air and noise pollution will also be minimised; and
- **Financial Savings:** An effective Travel Plan promoting the use of more sustainable travel will reduce the cost of personal travel as the cost of owning a private car is substantially more expensive to use and maintain than public transport, walking and cycling.

3.6 The aim, objectives, and benefits correlate with the national, regional, and local policy and guidance documents and are deemed suitable for this Framework Travel Plan.

4 TRAVEL DATA & TARGETS

- 4.1 The targets set out within this Travel Plan would provide a clear measure of the Travel Plan's progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the Travel Plan.

Baseline Travel Data

- 4.2 To understand the general pattern and methods used by local site residents to travel to and from work, the 'Method of travel to work' (WU03EW) dataset was extracted from the 2011 Census database. Whilst the more recent 2021 Census provides the same dataset, the 2011 Census is considered to provide a more representative sample of travel methods used by existing residents due to COVID-19's impact on such data within the 2021 Census. As this is both a workplace and residential travel plan, this works both ways.
- 4.3 **Table 4.1** shows the proportional breakdown of the main modes of travel used by local residents to travel to and from their place of work.

Table 4.1: Method of Travel to Work (2011)

Mode	London Borough of Haringey E02000411 : Haringey 015
Work mainly at or from home	34.0%
Underground, metro, light rail or tram	10.6%
Train	23.9%
Bus, minibuss or coach	0.2%
Taxi	0.8%
Motorcycle, scooter or moped	19.5%
Driving a car or van	1.3%
Passenger in a car or van	2.3%
Bicycle	6.8%
On foot	0.5%
Total	100%

Source: 2011 Census (WU03EW Dataset)

- 4.4 **Table 4.1** above shows that approximately 68.5% of local residents utilise public transport, whilst 9.2% utilise active travel. In all, the 2011 Census indicates that approximately 77.7% of site residents utilise sustainable modes of transport.

Targets

- 4.5 The targets set out within this Framework TP will provide a clear measure of the progress towards meeting the objectives. These targets are shown as output targets, where specific actions are undertaken to successfully deliver or monitor the TP.

-
- 4.6 Targets are measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP.
- 4.7 Targets should be **‘SMART’** – specific, measurable, achievable, realistic, and time-related.
- 4.8 Targets come in two forms – output and outcome targets. Output targets are non-quantifiable actions that need to be achieved by a certain time, while outcome targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.

Output Targets

- 4.9 The output targets below demonstrate what will be undertaken to ensure the successful delivery of the Travel Plan:
- Submit a Framework Travel Plan with the associated planning application;
 - Submit the Travel Plan to LBH for approval three months prior to occupation;
 - Appoint Travel Plan Coordinators (‘TPC’) and provide contact details to the LBH Travel Plan Officer prior to first occupation of the development. It is likely that there will be more than one TPC, due to the sites mixed usages;
 - Provide a Welcome Travel Information Pack to all residents upon arrival, which will include written details of the Travel Plan;
 - Undertake a TRICS-compliant baseline monitoring survey on site, to the agreed methodology with LBH, no later than six months after first occupation of the dwellings or at 75 per cent occupancy of these usages (whichever date comes first);
 - Submit a revised Travel Plan to LBH with amended baseline travel patterns once the initial survey results are available;
 - Submit a monitoring report to LBH to compare changes with the initial Travel Plan;
 - Undertake TRICS-compliant surveys at years 1, 3, and 5 after the baseline survey;
 - Submit the revised Travel Plans to LBH with amended baseline travel patterns once the surveys are complete; and
 - Submit monitoring reports at years 1, 3, and 5 from the baseline survey to compare changes from previous travel surveys.

Outcome Targets

- 4.10 The progress of the Travel Plan will be measured against specific outcome targets, typically targeting modal shift. Such targets are Specific, Measurable, Achievable, Realistic and Time-Bound (**SMART**). The outcome targets set, will quantify this aim.
- 4.11 It is important that the Travel Plan contains a headline target so that its overall performance can be monitored over time and, if necessary, further measures can be introduced to encourage mode shift towards more sustainable modes of travel. This has been based upon the TRICS data, in the absence of baseline survey data at the time of preparing this Travel Plan. This data is presented previously in this section.

- 4.12 The Travel Plan targets (and indicators by which the targets can be measured) are set out in **Table 4.2**.

Table 4.2: Travel Plan Targets

Provision of current travel information to all residents (Objectives 1-5)	
Specific	The TPC will provide new residents with a welcome pack and will maintain notice boards with current information on travel options.
Measurable	This will be verified annually by the TPC.
Achievable	The TPC to action. The travel information provided on the notice boards will be the responsibility of the TPC.
Realistic	Yes. The notice boards are placed in common spaces that are frequently used.
Time bound	Ongoing.
Travel Plan availability to all residents (Objectives 1-5)	
Specific	This Travel Plan will be communicated to all residents. An up-to-date copy of the Travel Plan will always be available on request.
Measurable	This will be verified annually by the TPC.
Achievable	The TPC to action. It will be the responsibility of the TPC to ensure that all residents have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.
Increase proportion of residents that travel by sustainable modes of transport (Objectives 1-5)	
Specific	Increase proportion of residents travelling by sustainable modes such as walking, cycling or public transport.
Measurable	This will be verified through the travel surveys.
Achievable	The TPC to action. All residents will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Increase proportion by the year 3 survey and then maintain or a further increase by the year 5 survey.

- 4.13 The baseline travel survey will identify the modal shift from which the Travel Plan measures can be tailored to more site-specific measures.

-
- 4.14 If the targets are not achieved, the TPC will revisit the Travel Plan to determine whether additional measures and targets may be required. The preliminary modal split targets for residents will be set out in the full Travel Plan following receipt of the baseline travel surveys.

5 IMPLEMENTATION

- 5.1 The developer will be responsible for the overall implementation of the TP, which will be secured via planning condition.

Travel Plan Coordinator

- 5.2 To effectively implement and manage this TP, the developer will appoint and fund an appropriately skilled Travel Plan Coordinators ('TPC') for the proposed development prior to the first occupation of the site. The TPC will ensure the TP and its measures, initiatives, and policies will be implemented.
- 5.3 It is expected that they will undertake their TPC duties for a few hours each month, but this time is subject to review and can vary dependent on the needs at different times. For example, this time will increase considerably when baseline surveys and any subsequent surveys are being undertaken at the site.
- 5.4 It is expected that the TPC should have:
- Effective communications skills;
 - An interest in environmental issues, especially with relation to sustainable transport; and
 - Project management experience.
- 5.5 The TPC will be the main point of contact for all TP related matters, and they will be advised of the relevant contact personnel at LBH and will act as a central point of contact for LBH with regards to the implementation and ongoing monitoring of TP targets.
- 5.6 The role of the TPC will include (but not limited to):
- Continuous awareness of local, regional, and national transport policies to ensure the TP remains current;
 - Engage with residents on travel and transport-related issues;
 - Undertake an annual monitoring exercise and reporting on this in the context of progress towards TP targets; and
 - Provide information to residents regarding key active travel and public transport facilities in the vicinity of the site.
- 5.7 The TPC will ensure that all necessary systems relating to the TP, e.g., survey data collection, are established, maintained, and updated regularly. The TPC will also ensure that all relevant information is available for inspection by LBH as and when necessary.
- 5.8 The TPC will liaise with officers of LBH responsibly for walking, cycling, and public transport to ensure maximum advantage is being taken of sustainable initiatives for travel.
- 5.9 The TPC will use notice boards and network facilities in suitable locations to distribute and collect information on public transport and walking and cycling routes for all residents to access. This information will include how to travel sustainably to and from the site, as well as access to public transport timetables to enable residents to better plan their journey.

-
- 5.10 A baseline survey will be undertaken within six months of first occupation of the development which the TPC will be responsible for. There should be subsequent reviews at Years 1, 3, and 5 and the results of these surveys should be used to develop specific measures within the TP which are tailored to the needs of the residents. These results will also be used to finalise the SMART targets which will form part of the final TP.

Partners and Stakeholders

- 5.11 For the long-term success of Travel Plans, partnerships are needed. Organisations need to work with numerous partners and internal stakeholders during the initial implementation process. Partners integral to the success of this TP includes LBH, TfL, other local bus and rail operators, schools and cycle and walking user groups. The TPC will be a central point of contact in establishing partnerships and maintain communication between all. It is expected that all partners will make an active contribution to the TP implementation process.
- 5.12 Internal stakeholders such as residents are equally as important for the implementation of an effective TP. Both will be able to contribute towards the implementation of strategies that span across many areas of interest. Feedback from internal stakeholders allows opportunities for the sharing of knowledge, experience, valuable information, and contacts to promote the success of the TP. This will be an ongoing process throughout the lifetime of the TP.

Funding

- 5.13 The developer/future operator will be responsible for funding the implementation of the Travel Plan. This will be further defined once a full Travel Plan is submitted for approval prior to occupation of the proposed development.

6 MARKETING & PROMOTION

- 6.1 To ensure that all residents are well informed about the TP, marketing and awareness measures will be used to promote sustainable travel behaviour.
- 6.2 Travel information will be provided on the availability of all sustainable travel modes available to residents in the vicinity of the site. The provision of accurate and up to date information, together with a wide range of publicity, forms a fundamental basis for all other TP initiatives, therefore, marketing and promotion is a vital foundation for the TP implementation process.
- 6.3 Examples of marketing and promotional measures that can be used are listed below.

Welcome Pack

- 6.4 All new residents at the development site will be made aware of all sustainable travel choices through the provision of a Welcome Pack which will contain accurate and up to date travel information. This will help to encourage a culture of sustainable travel upon occupation of the site.
- 6.5 The TPC will present all residents with the Welcome Pack which will contain details on the following:
- The measures, objectives, and targets of the TP;
 - Maps of walking and cycling routes and cycle hire in the area;
 - Public transport timetable information for services in the vicinity of the site;
 - Details and information on how to pay for public transport tickets (Oyster, contactless, etc.);
 - Contact details for local cycling groups and shops, and information on cycle training courses available;
 - Information on Oyster card and Railcard discounts; and
 - Contact details for the TPC.

7 MEASURES & INITIATIVES

- 7.1 This section sets out the collection of measures and initiatives aimed at promoting sustainable travel to and from the site.

Walking & Wheeling

- 7.2 Walking or wheeling is the most sustainable method of travel, has many proven health benefits, and is an important source of personal freedom. Walking and wheeling are important for many people, including those using public transport or without access to a car.
- 7.3 The Institute of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggest 'acceptable', 'desirable' and 'preferred maximum' walking distances for pedestrians without mobility impairment for some common trip purposes.
- 7.4 Walking or wheeling is free and offers predictable journeys. Furthermore, these travel modes do not cause the same negative externalities associated with private motor vehicular travel (e.g. emissions, noise, pollutants, severance, etc.). Walking and wheeling can also offer a wide range of physical and psychological benefits.
- 7.5 The TPC will be responsible for raising awareness amongst residents residing at the new development of the health, financial, and practical benefits of undertaking walking or wheeling journeys.
- 7.6 The effective promotion of active modes of transport such as walking, wheeling, and cycling is a key part in achieving the sustainability goals of this Travel Plan. However, there are certain factors – such as weather conditions, infrastructure quality, light levels, and physical barriers to movement (including major roads, watercourses, and railway lines) – that can affect the attractiveness of these modes at times.
- 7.7 To combat this issue, the TPC will research the local area and provide a plan showing routes around the development that are lit, accessible and suitable for people walking or wheeling. This plan will be displayed on the communal notice boards near the building's entrance.
- 7.8 To encourage residents to walk or wheel, the development TPC will:
- Promote Living Streets' 'National Walking Month' in conjunction with LBH;
 - Continue to educate residents to recognise and manage risk and make safer choices about healthy lifestyles, different environments, and travel; and
 - In conjunction with LBH, continue to review possible changes to the immediate vicinity of the development to enhance the public realm for active travel movements.

Cycling

- 7.9 Cycling is cheap, offers reliable journey times, and is environmentally friendly. Encouragement of cycling can help to improve people's health and offers substantial health benefits.
- 7.10 Increased levels of cycling can offer benefits to residents in helping to:
- Reduce the risk of type 2 diabetes;

-
- Reduce the risk of colon cancer;
 - Prevent high blood pressure;
 - Decrease the risk of coronary heart disease;
 - Control body weight; and
 - Prevent osteoporosis.
- 7.11 To encourage residents to cycle, the TPC will:
- Make cycle route information easily available in communal areas;
 - Provide safe, secure, lit long stay cycle parking facilities for bicycles;
 - Provide external visitor spaces;
 - Continually review the cycle parking arrangements and increase provision if cycle parking demand exceeds provision;
 - Continue to teach residents to recognise and manage risk and make safer choices about healthy life styles, different environments and travel;
 - Publicise local initiatives being offered to promote safe cycling;
 - Take part in national events such as Bike Week and Bike to Work Day;
 - Promote the accessibility of local facilities by cycle;
 - Undertaking annual cycle parking audit and, if 90% occupancy is reached, the provision of additional secure cycle parking should be considered.
- 7.12 Complaint cyclist facilities (Such as showers and changing rooms) have been considered within the design and will be explored further at detailed design stage (RIBA Stage 4) as to whether they will be provided.

Public Transport

- 7.13 The provision of good quality public transport alternatives is normally considered to be one of the most effective means of encouraging less use of the private car. The site's proximity to an array of bus services and train services provide a viable alternative to the use of the private car for residents.
- 7.14 The TPC will promote and encourage the use of public transport services, ensuring all service information is prominently displayed in common rooms, within easy access of all residents and visitors.
- 7.15 The TPC will work closely with LBH and TfL to positively market and promote the use of bus and rail services in an effort to encourage the use of public transport.
- 7.16 In addition, the TPC will seek to maximise the use of public transport in the following ways:
- Regularly seek information from all residents using public transport on ways in which services may be improved; and
 - Regularly update public transport information displayed and available to all residents.

Personalised Travel Planning

- 7.17 Complete and easy to understand information about travel information is an essential ingredient for a Travel Plan. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives. This is why baseline surveys and assessment are important elements in the travel planning process.
- 7.18 The TPC will offer all residents a form of personalised travel planning on arrival to the site. Both can also ask the TPC for a personalised travel planning session should they require one.
- 7.19 The TPC will also inform all residents of the TfL journey planning website <http://journeyplanner.tfl.gov.uk>. It provides a personalised travel planning tool for people and outlines the various modal options on offer for individual journeys. The websites provide comprehensive, easy-to-use travel information to help plan journeys effectively and efficiently.
- 7.20 The Travel Welcome Pack will be issued to each resident upon arrival to the development. It is proposed these will incorporate the following (subject to agreement with LBH's Travel Planning department):
- Contact details for the TPC;
 - Copies of TfL's local cycling and public transport maps;
 - Public transport timetables and information;
 - Travel options leaflet;
 - Information and details of local cycle shops, facilities, and training;
 - Information on local community transport initiatives;
 - Details of useful websites e.g. TfL journey planning, local bus, national express and national rail;
 - Information on local amenities such as health, leisure, retail, recreation, and employment facilities;
 - An opportunity to provide feedback or suggestions to the TPC.

8 MONITORING, REVIEW AND ACTION STRATEGY

- 8.1 The TPC will be responsible for the monitoring and review of the Travel Plan. The objective of the monitoring process is to regularly assess the travel patterns of residents and identify when/ if the plan, or elements of the plan, may need to be changed or if further marketing initiatives are required.
- 8.2 In accordance with TfL guidance, the TPC will undertake TRICS-compliant surveys within six months from first occupation of the site. Subsequent monitoring will be undertaken on the anniversary of the baseline survey in Years 1, 3, and 5.
- 8.3 The TRICS surveys are a standardised methodology which are undertaken by approved suppliers. The survey collates the following information:
- Descriptive information on a site's local environment and surroundings, and the composition and functions of a site;
 - Its on-site and off-site parking facilities;
 - Half-hourly, directional, and multi-modal transport count results; and
 - Mode share of site residents.
- 8.4 In addition, the TPC might also collect the following information:
- Feedback from LBH and public service operators to establish the perceived level of demand for services; and
 - Record comments made by residents on the operation of the Travel Plan.
- 8.5 The below table presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions listed below all fall under the responsibility of the TPC.

Table 8.1 Monitoring Plan

Data Collection	Key Information	Frequency	Responsibility
Baseline Travel Survey	Modal split; Awareness of the Travel plan; and Travel attitudes.	Six months following first occupation. Thereafter at Years 1, 3, and 5 after the baseline travel survey.	TPC
Site Audit	Cycle parking usage; Parking utilisation.	To be agreed	TPC
Identification of New Travel Plan Initiatives	Potential new measures for inclusion within the Travel Plan.	On-going	TPC
Communication / Meeting with TfL and LBH	To discuss scheduled improvement to sustainable transport infrastructure.	Annually	TPC
Monitoring Report to be	Summary of baseline travel survey.	At years 1, 3, and 5 after the baseline travel survey.	TPC

Review

- 8.6 The TPC will review the survey data against the Travel Plan targets within one month after each survey. The survey results and review will subsequently be submitted to LBH for approval.
- 8.7 The review will identify the level of person trips generated by the development and the associated modal split. In doing so this will identify which travel modes are most attractive and which measures are proving most effective. It may be necessary to redirect resources from those measures that are proving less effective to ensure that the Travel Plan focusses on the modes of travel which are most attractive to residents and visitors.
- 8.8 Following the surveys and if the headline targets are not being achieved, remedial actions will be taken to guide the Travel Plan better towards achieving these. These actions would be agreed with LBH within three months of the submission of the survey results. An example of the mitigation measures that the developers will be committed to are stated as follows, but not limited to:
- Increase the marketing and promotion of the Travel Plan and travel options;
 - Review and promote sustainable transport infrastructure such as cycle parking and access routes to bus stops;
 - Introduce a further targeted Personalised Travel Planning program; and
 - Hold further 'Travel Plan days' to promote the Travel Plan.
- 8.9 The type of remedial action taken will depend on the outcome of the surveys that will be undertaken.
- 8.10 The TPC would strive to deliver the outcome targets of the Travel Plan. However, it must be acknowledged that travel choices are also influenced by external factors, beyond the control of the TPC and/ or developer. Should the Travel Plan not deliver the identified targets due to external factors, this should not be considered a failure of the Travel Plan but a recommendation for adjustment to local conditions.
- 8.11 Should it be necessary to revisit the outcome targets of the Travel Plan to reflect different travel patterns to those projected, discussions will be held with LBH.

Appendices

Appendix 1 – Site Layout

P01	WIP Issue	26/03/2026
P02	WIP Issue	17/04/2026
P03	WIP Issue to RPS	23/04/2026
P04	WIP Issue	15/05/2026
P05	Issue to Relevant Consultants	09/06/2026
P06	WIP Issue	15/06/2026
P07	WIP Issue	18/06/2026
P08	WIP Issue	22/06/2026
P09	WIP Issue	03/07/2026
P10	Design Freeze Information Pack	10/07/2026
P11	Updated Design Freeze	22/07/2026
P12	Updated Design Freeze & Bin Number Updated	05/08/2026
P13	Planning Drawings - Draft	14/08/2026
P14	Final Draft Issue for Review	21/08/2026

These drawings reflect the currently proposed scheme at RIBA Stage 2. They should be read in conjunction with the Design and Access Statement prepared by DLA Architecture Ltd.

- Structural Engineers Drawings and Specification (Whitby Wood)
- MEP Engineers Drawings and Specification (Meinhardt)
- Fire Report (Ashton Fire)
- Landscape Drawings and Specification (Bosk Studio)

Existing site information, context, surrounding infrastructure,
neighbouring building extents and plots are derived from 2D
Surveys, produced by:
'Cloud 10 Ltd'
Drawing numbers: 2049-T(2) Topographical Survey

*All workspace furniture layouts are indicative only
All unit layouts are indicative only
Cycle store layouts are indicative only
Student and Shared Living amenity spaces are only indicative and
subject to operator specifications*

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