

Residential Travel Plan Phases 1b and 2

St Ann's New Neighbourhood

1 December 2023

Prepared for

Peabody Trust, Catalyst by Design and Hill Residential Limited



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1. Introduction

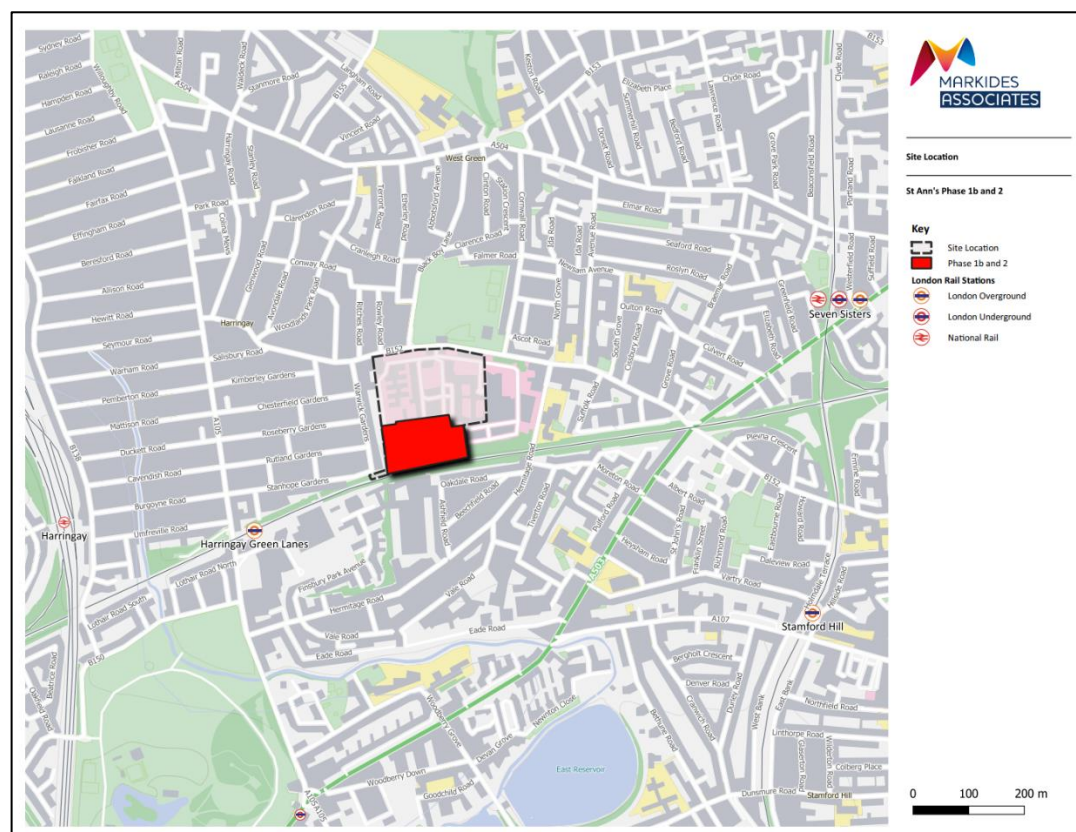
1.1 Preamble

- 1.1.1 This Framework Residential Travel Plan (TP) has been prepared by Markides Associates (MA) on behalf of Peabody Trust, Catalyst by Design and Hill Residential Limited (hereafter both referred to as 'the applicant') to support a Reserved Matters Application relating to the redevelopment of St Ann's Hospital; located along St Ann's Road in Haringey, N15 3TH (the site). The site falls within the authority area of the London Borough of Haringey (LBH) who act as both the local Planning and Highway Authority.
- 1.1.2 Outline planning permission for the entire masterplan has been granted for the site under the Hybrid Planning consent, which secured the construction of up to 995 dwellings with 5,000sqm (GEA) of non-residential E / F1 / F2 Use Classes. This TP relates to phases 1b and 2 of the development and is being produced as required by the S106 Agreement signed for the Hybrid consent, where the Travel Plan requirements are set out in Part 7.

1.2 The Site

- 1.2.1 An outline of the site is demonstrated as **Figure 1.1** below, with Phase 1b and 2 highlighted in red.

Figure 1.1 Outline of St Ann's Hospital Site



- 1.2.2 The site is located in between the areas of Haringey and South Tottenham; approximately 1km west of Harringay Green lanes overground station and 1.3km east of Seven Sisters station. Chestnuts Park is directly north of the site and an Overground railway line is to the south.
- 1.2.3 The site itself is currently accessible via two entrances from St Ann's Road and has its own network of unnamed roads around the hospital which see relatively small amounts of road traffic – used by patients and staff at the hospital. At present, the only pedestrian access points to the site are via these main entrances. Pedestrian paving on the site is generally poor and infrequent. This means pedestrians need to walk in the road or along the grass making the site less accessible for those with limited mobility.

1.3 Proposed Development

- 1.3.1 This application serves as part of reserved matters for phases 1b and 2 of the development. **Table 1.1** summarises the Environmental Statement proposals.

Table 1.1 Summary of Development Proposals

Phase	Block	No Homes	Commercial (GIA)
Phase 1b	E	14	
	F	113	
	G	67	99.3sqm
Phase 2	H	156	
	J	114	
Total		464	99.3sqm

Transport Elements of the Proposed Masterplan

- 1.3.2 The proposed site includes a number of new pedestrian and cycling access points to help increase active travel opportunities between the site and the local area. The new south-west link onto Stanhope Gardens / Warwick Gardens in the south of the site, will help to increase access from the site to the nearby Harringay Green Lanes Overground station and bus stops helping to improve public transport access to the site.
- 1.3.3 The development aims to prioritise active travel to and from the site however changes to the site's road infrastructure will also be made. The primary access road forms a loop through the site to allow service vehicles travel through the site with minimal need for manoeuvres whilst on site.

1.4 Scope, Aims and Objectives of the Travel Plan

- 1.4.1 A TP is a long-term strategy for the occupier of the site to help them deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.
- 1.4.2 The specific aim of this plan is to encourage and support sustainable travel to and from the site helping occupiers of the site to make more sustainable travel choices and minimising the impact of the development on the existing neighbourhoods surrounding the site.
- 1.4.3 This TP will demonstrate how the applicant intends to help encourage sustainable travel to and from the site.
- 1.4.4 This TP therefore has the following objectives:
- Reduce the number of vehicle trips associated with the new development.
 - Actively promote sustainable modes of travel to residents.
 - Encourage residents to build active travel into their daily routines to support and contribute to wider health benefits.
 - Raise awareness of the impact of travel choice on individual health and the local environment.
 - Maximize the accessibility of the site by modes other than the private car.
 - Reduce the need for residents to use non-active modes to access common facilities.
 - Limit car ownership on the site.
 - Maximise accessibility of the site and local area to those with limited mobility or visibility.

1.5 2022 Hybrid Application

- 1.5.1 An application was submitted in 2022 (HGY/2022/1833) for the following:
1. Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces;
 2. The demolition of existing buildings and structures in Phases 1b, 2 and 3 (in accordance with the demolition plan);
 3. Outline planning permission (with all matters reserved except for access) for Phases 1b, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including

enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.

1.6 Phase 1b and 2 Reserved Matters Application

1.6.1 This RMA is for the following:

"The approval of reserved matters in respect of appearance, landscaping, layout and scale relating to Phases 1b and 2 associated with the outline component of planning permission HGY/2022/1833 for "Outline planning permission (with all matters reserved except for access) for Phases 1b, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces."

1.6.2 This Report has been produced to satisfy the requirements of the S106 Agreement, Part 7 (Travel Plans) in relation to phases 1b and 2 of the development.

1.6.3 **Figure 1.2** shows the extent of Phases 1b and 2 in relation to the wider site.

Figure 1.2 **Extent of Phases 1b and 2**



Source: KCA

1.7 Other Transport Related Supporting Documents

1.7.1 The following transport related documents are also submitted in support of the RMA for Phases 1b and 2:

- Cycle Parking Provision as required by Annex 1 of the Planning Permission.
- Delivery and Servicing & Refuse Plan (DSRP) as required by Annex 1 of the Planning Permission.
- Car Park Management Plan (CPMP) – Discharge of Condition 71.

1.8 Report Structure

1.8.1 The remainder of this document is structured as follows:

- **Section 2** details relevant transport policy.
- **Section 3** Discusses existing conditions at and around the site.
- **Section 4** Summarises the development proposals.
- **Section 5** the travel plan strategy to be implemented for the development.
- **Section 6** discusses the recommended measures to be implemented as part of the TP.

- **Section 7** future modal shift targets.
- **Section 8** discusses the long-term travel plan strategy, monitoring and reporting.

2. Planning Policy

2.1 Introduction

- 2.1.1 This section of the TP provides a summary of the relevant national regional and local planning policy. The full extent of this policy has been discussed in greater detail within the Transport Assessment associated with the consented development.

2.2 National Planning Policy

National Planning Policy Framework (July 2021)

- 2.2.1 The National Planning Policy framework sets out the governments planning policies regarding future developments. It mentions TPs in paragraph 113 stating that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

National Planning Practice Guidance (2014)

- 2.2.2 Guidance on when TPs are required and what content they should include is provided in the National Planning Practice Guidance and is summarised below:

Planning Practice Guidance (amended in 2014)

Travel Plans should identify the specific required outcomes, targets, and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys results from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.

They should evaluate and consider:

- Benchmark travel data including trip generation databases
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development
- Relevant information about existing travel habits in the surrounding area
- Proposals to reduce the need for travel to and from the site via all modes of transport
- Provision of improved public transport services.

2.3 Regional Planning Policy

London Plan (2021)

- 2.3.1 The London Plan was published by the Mayor of London in 2021. The Plan sets out the policies, regulations, and priorities of the current Mayoral administration.
- 2.3.2 London Plan Policy T4 Assessing and Mitigating Transport Impacts identifies under T4B that Travel Plans will be required having regard to Transport for London guidance.

TfL Travel Planning guidance

- 2.3.3 TfL Travel Planning Guidance sets out requirements for different land uses and sets the thresholds which dictate if a Travel Plan is necessary. The thresholds for the proposed development uses are shown below.

Table 2.1 Land Use Thresholds for Travel Plan

Use Class	Travel Plan Statement	Travel Plan Focus
A1 Food/Non-Food Retail	A1 Food/Non-Food Retail	Equal or more than 1000 sqm
A2 Financial Services	More than 20 Staff but less than 1000 sqm	Equal or more than 1000sqm
A3/A4/A5 Food/Drink	More than 20 staff but less than 750 sqm	Equal or more than 750 sqm
B1 Business	More than 20 staff but less than 2500 sqm	Equal or more than 2500 sqm
C3 Residential	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health centres)	Between 20 and 50 staff	Equal or more than 50 staff
D1 (school and Nurseries)	All school developments to have a travel plan	
D2 (Assembly and Leisure)	More than 20 staff but less than 1000 sqm	Equal or more than 1000sqm

2.4 Local Policy

Haringey Development Management Document 2017 (DPD)

- 2.4.1 The Haringey DPD sets out criteria-based policies against which planning applications will be assessed and is part of Haringey's Strategic Policies Local Plan managing developments in the borough up to 2026.
- 2.4.2 Policy DM31 states that the *"Council requires new developments to submit a Travel Plan and Transport Assessment in support of development proposals in accordance with Transport for London thresholds."*

3. Existing Conditions

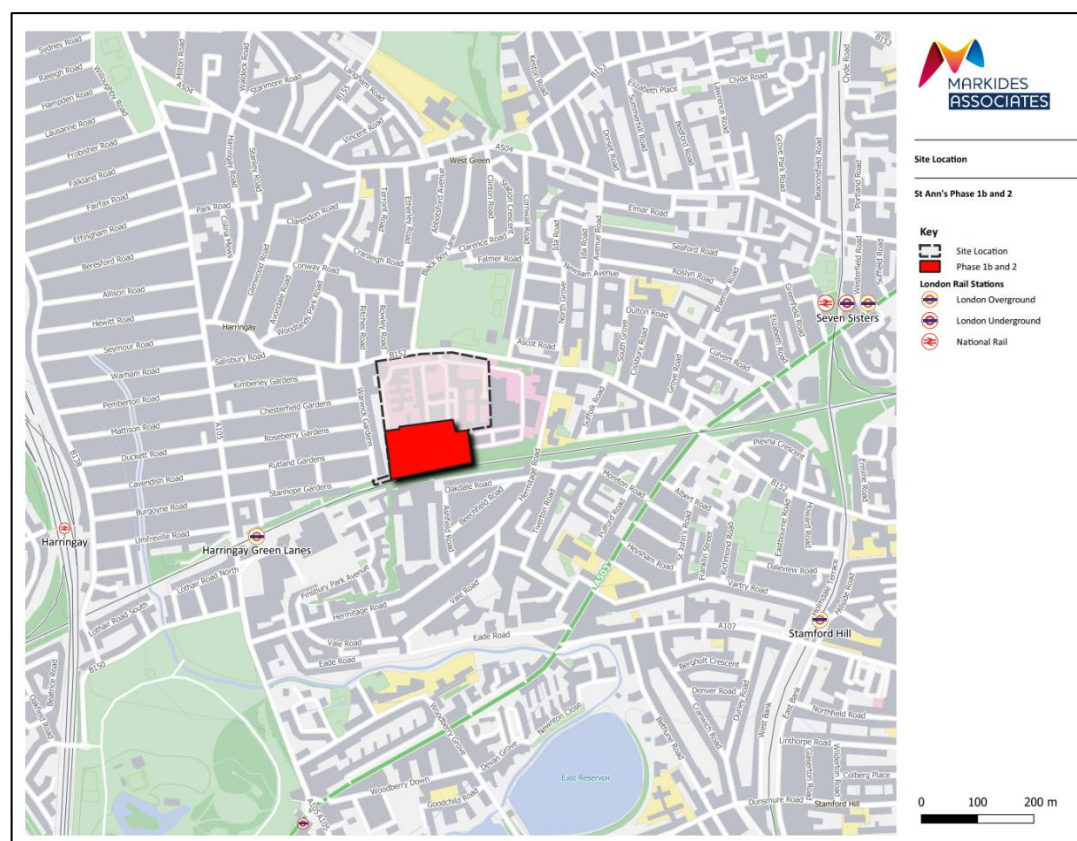
3.1 Overview

- 3.1.1 The section of the report details the site in its current condition; its permitted uses, access arrangements and accessibility by all modes.

Site Description

- 3.1.2 The Site is situated to the south of St Ann's Road, 1.5 km to the south west of Seven Sisters Station (Zone 3), 1.9 km to the west of South Tottenham Station (Zone 3), 1.3 km to the east of Harringay Green Lanes Station (Zone 3) and 1.7 km to east of Harringay Station (Zone 3). The Site is located adjacent to a bus stop providing services to Wood Green and Kingsland and 160m from a bus stop providing services to Edmonton and Waterloo.
- 3.1.3 The site location is shown in **Figure 3.1** below.

Figure 3.1 Site Location Plan



3.2 Local Facilities

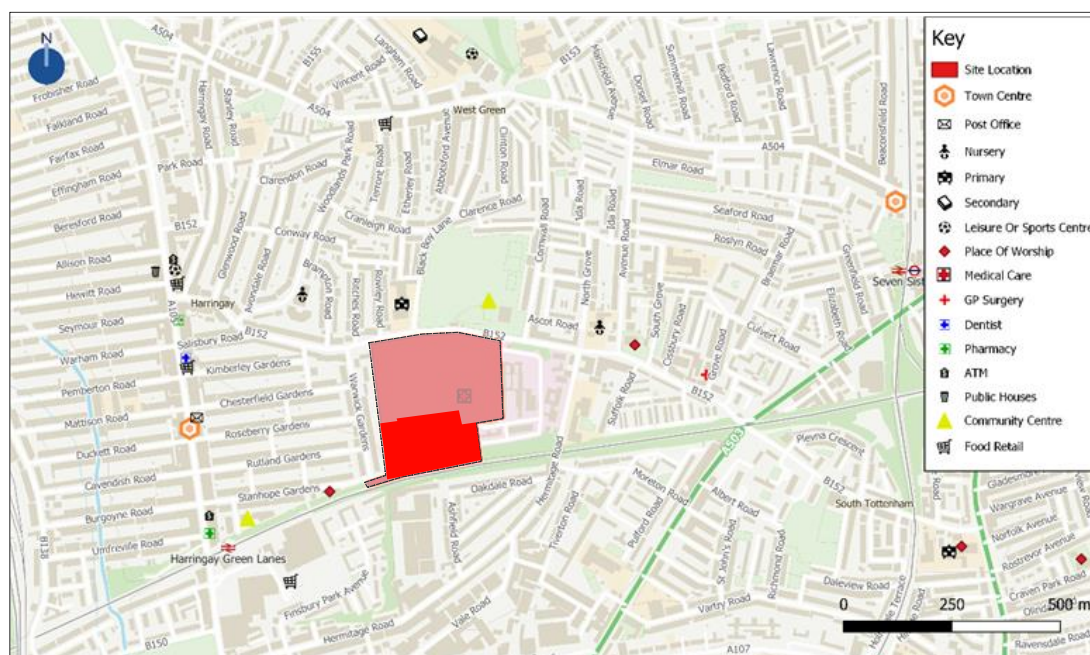
- 3.2.1 **Table 3.1** provides a summary of the local facilities surrounding the site and approximate walking/cycling distances. All of the measures in the table have been taken from the centre of the development site to the local facility.

Table 3.1 Local Facilities

Facility		Distance	Travel Time (mins)	
			Walk	Cycle
Medical Facilities				
Doctors	Grove Road Surgery	850m	11	5
Dentist	The Haringey Dentist	900m	11	5
Pharmacy	Parade Chemist	900m	11	5
	Green Light Pharmacy	900	11	6
Hospital	St Ann’s Hospital	<100m	1	1
Education Facilities				
Nursery	Little Engineers Nursery	650m	8	4
	Woodland Park Nursery	800m	10	4
Primary	Chestnuts Primary School	350m	4	3
Secondary	Parkview School	1 km	13	6
College	City of London Business College	1.0km	12	4
Retail Facilities				
Food Retail	Tesco Express	900m	11	6
	Iceland	900m	11	5
	Sainsbury’s Local	850m	11	5
	MA Local Supermarket	1.5km	19	6
Community Facilities				
Post Office	Haringey Post Office	1km	12	5
ATM	ATM	900m	11	6
Place of Worship	The Community Church of God	1km	13	5
	Chapel in the Valley	850m	11	4
Public House	The Salisbury Hotel	900m	11	6
Sports and Open Spaces	Chestnuts Park	220m	2	1
	Legends Gym	950m	12	6
	Downhill Park Spur	1.3km	15	5
Community centre	Chestnuts community Centre	350m	4	2
	Kurdish Community Centre	1.2km	15	5

3.2.2 The facilities shown in the table above are shown diagrammatically in **Figure 3.2** which is included at scale at the end of this report.

Figure 3.2 Local Facilities Plan

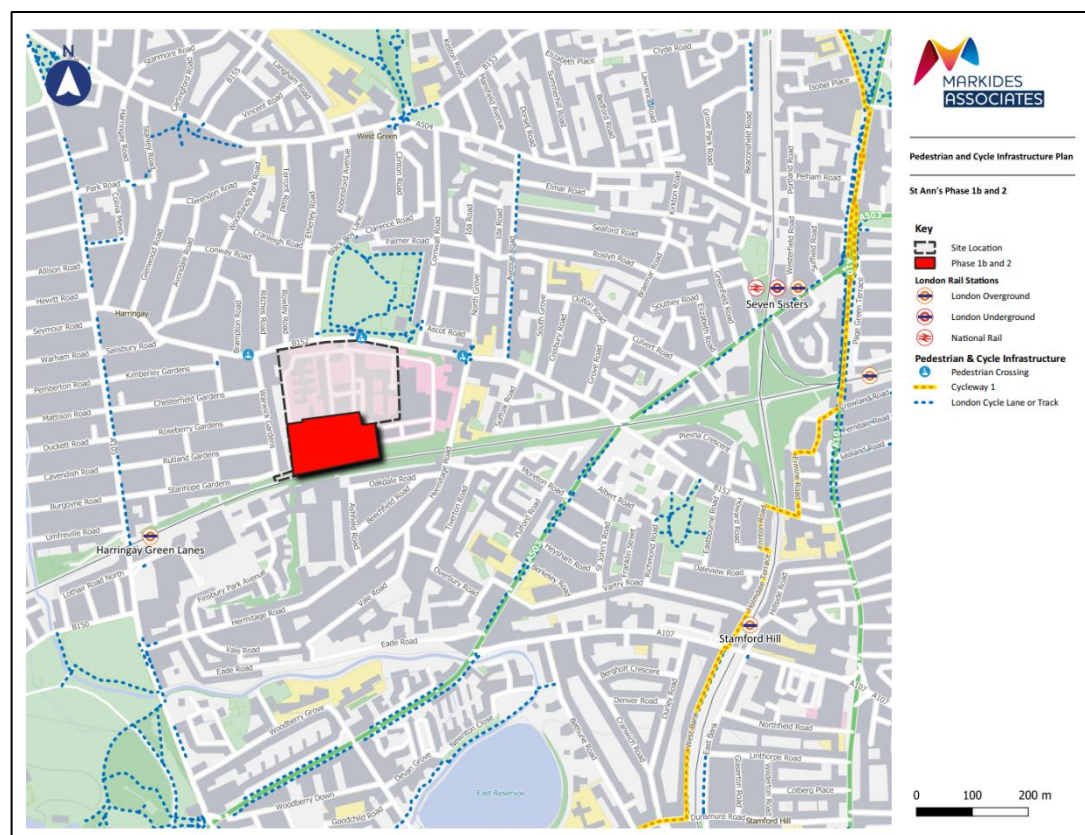


3.2.3 **Figure 3.2** shows that a range of land uses are located within close proximity to the site ensuring that these trip attractors can be accessed by modes other than the private car and realistically on foot or by bike. This reflects the fundamental requirements of national, regional, and local planning policy for creating sustainable communities. The Chartered Institute of Highways and Transportations (CIHT) March 2015 guidance document, 'Planning for Walking', states that 'walkable neighbourhoods' are those with a typical catchment of around 800m, with many of the key identified land uses being within this walking distance threshold, and many more falling within this catchment once the development sites proposed new pedestrian entrances.

3.3 Pedestrian and Cycle Access

3.3.1 The existing pedestrian and cycle infrastructure within the vicinity of the development site is shown in **Figure 3.3**.

Figure 3.3 Pedestrian and Cycle Infrastructure Plan



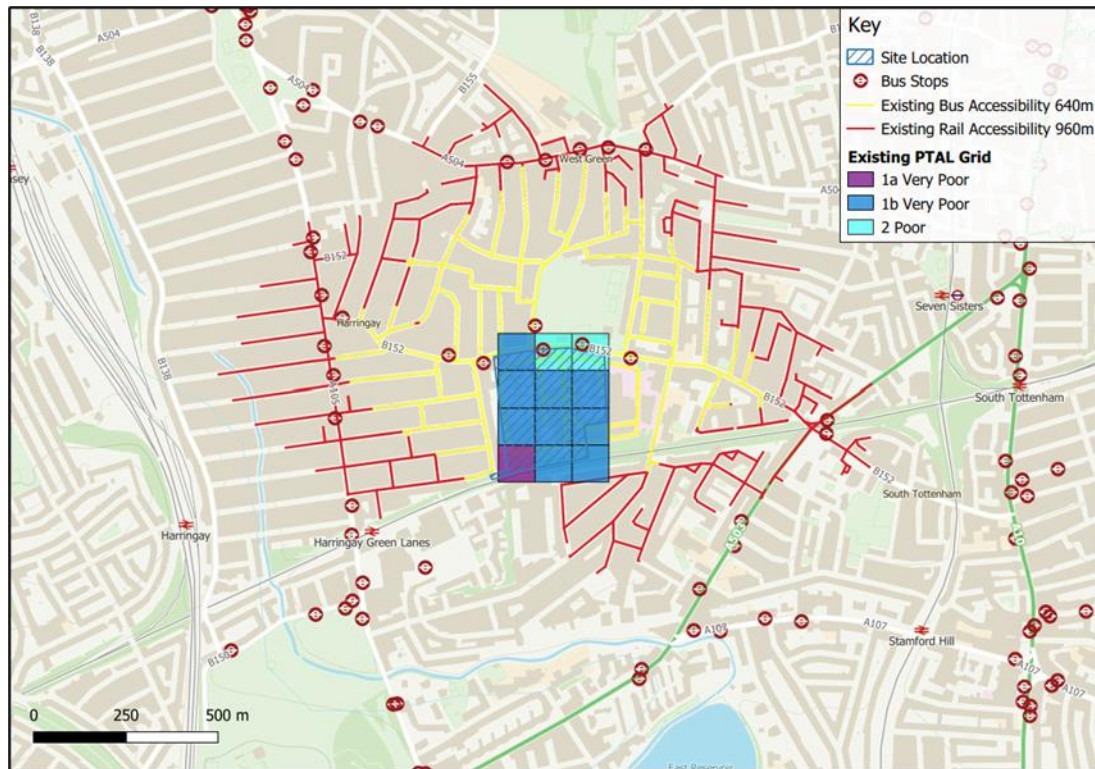
- 3.3.2 The closest major cycleway to the site in the Cycle Superhighway 1 (CS1) to the east of the site roughly 1.4km away and accessed via St Ann's Road. CS1 stretches from Tottenham in the north towards Shoreditch in the south and is set out over 11km of segregated cycleway. On street cycleways can be found along the A105 to the west of the site and A503 (Seven Sisters Road) to the East.

3.4 Public Transport

Public Transport Accessibility Level (PTAL)

- 3.4.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of accessibility of a given point to the public transport network, considering walk access time and service accessibility. All bus routes within 640m and underground/rail stations within 960m are considered within the calculation; any transport services beyond this distance are disregarded.
- 3.4.2 A PTAL score ranges between 0 and 6b, where 0 represents a very poor level of accessibility and 6b an excellent level. The PTAL rating of the site has been assessed using the TfL land use planning PTAL assessment tool WebCAT. The WebCAT assessment of the site location identifies PTAL ratings between 1a and 2 at the site. **Figure 3.4** shows the full PTAL of the site.

Figure 3.4 Existing PTAL Rating



- 3.4.3 The current PTAL rating for Phases 1b and 2 of the site are between 1a and 1b. This is primarily due to the very limited options available for exiting the site on foot.
- 3.4.4 The impact of the proposed Development and its resulting improvement in the Sites PTAL rating is discussed in Section 6.10 of the accompanying Transport Assessment, with **Figure 3.5** showing the future PTAL of the site.

Key

- Site Location
- Bus Stops
- Scenario 5 Bus Accessibility 640m
- Scenario 5 Rail Accessibility 960m

Scenario 5 PTAL Grid

- 2 Poor
- 4 Moderate

0 250 500 m

Bus Accessibility

16

Figure 3.6 Public Transport Plan

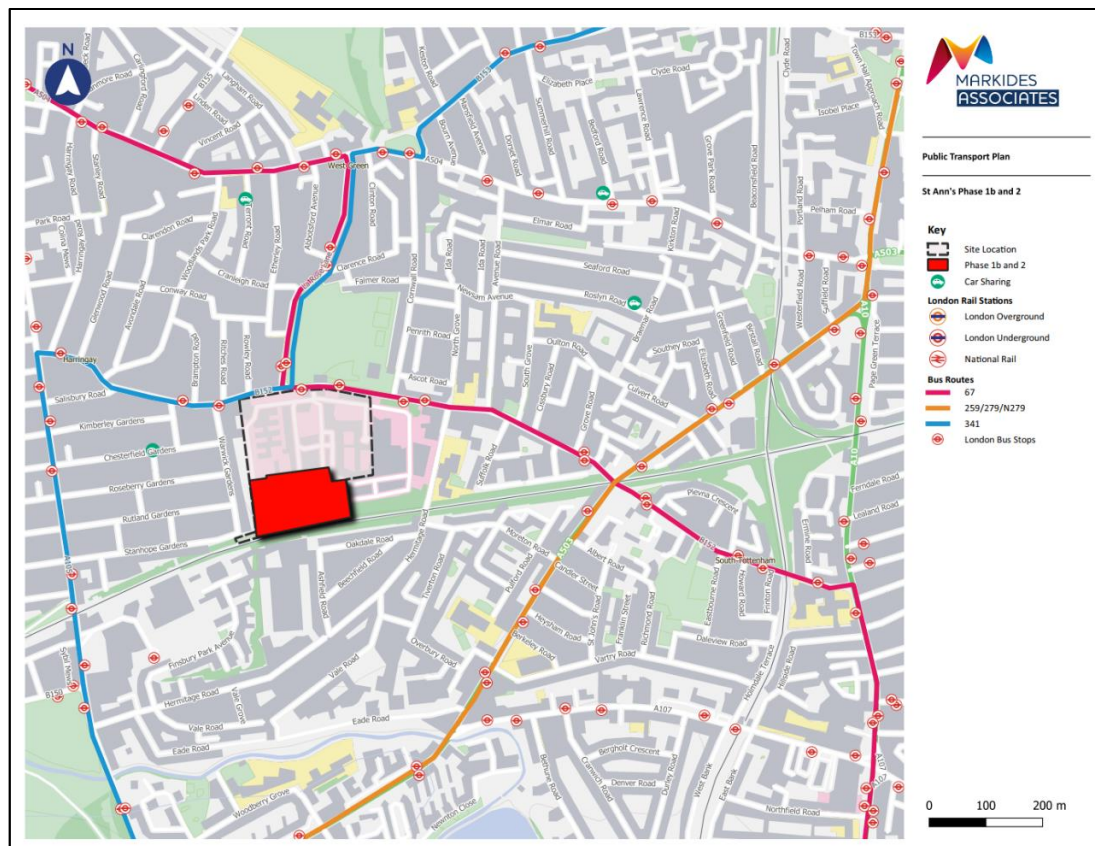


Table 3.2 Local Bus Services

Bus Route Number	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
67	Lordship Lane – Stoke Newington Station – Dalston Junction Station – Forest Road	Every 9-12 minutes	Every 8-12 minutes	Every 11-13 minutes	04:48	00:04
341	Glover Drive/Ikea – Northumberland Park – Haringey Green Lane Station – Waterloo Station/Waterloo Road	Every 8-11 minutes	Every 11-13 minutes	Every 11-14 minutes	24 hours	24 hours

3.4.7 The table above shows that there are multiple bus services that serve the development site, with destinations including Dalston Junction, Northumberland Park and Waterloo Station.

Rail Services

- 3.4.8 The nearest railway station is Harringay Green Lanes, approximately 1km to the southwest of the site, with Harringay station and Seven Sisters approximately 1.3km-1.4km from the site.
- 3.4.9 Harringay Railway Station is served by the East Coast Main Line services; Harringay Green Lanes by London Overground network; and Seven Sisters by London Overground and the Victoria line.
- 3.4.10 A summary of direct services from those three stations, including frequency and journey time are provided in **Table 3.3**.

Table 3.3 Local Rail Services

Direction	Peak Hour Frequency		Journey Time
	Weekday	Weekend	
Harringay Railway Station			
Hertford North	2 per hour	2 per hour	34 minutes
Stevenage	2 per hour	2 per hour	49 minutes
Welwyn Garden City	2 per hour	2 per hour	33 minutes
Moorgate	6 per hour	4 per hour	18 minutes
Harringay Green Lanes			
Barking	4 per hour	3 per hour	25 minutes
Gospel Oak	4 per hour	3 per hour	13 minutes
Seven Sisters			
London Liverpool Street	6 per hour	4 per hour	20 minutes
Cheshunt	3 per hour	2 per hour	21 minutes
Enfield Town	4 per hour	2 per hour	15 minutes
Seven Sister Victoria Line			
Brixton	Every 2 mins	Every 2 mins	24 minutes
Walthamstow Central	Every 2 mins	Every 2 mins	6 minutes

- 3.4.11 The table above demonstrates that the site benefits from frequent rail services to London Liverpool Street, Barking and Cheshunt Railway Station. **Figure 3.6** shows the rail infrastructure around the site.

3.5 Local Highway and Parking

Local Highway Network

- 3.5.1 The whole site fronts onto St Ann's Road which is a single carriageway, two-way road with a speed limit of 20mph. St Ann's Road runs from east to west, joining the A503 in the east and

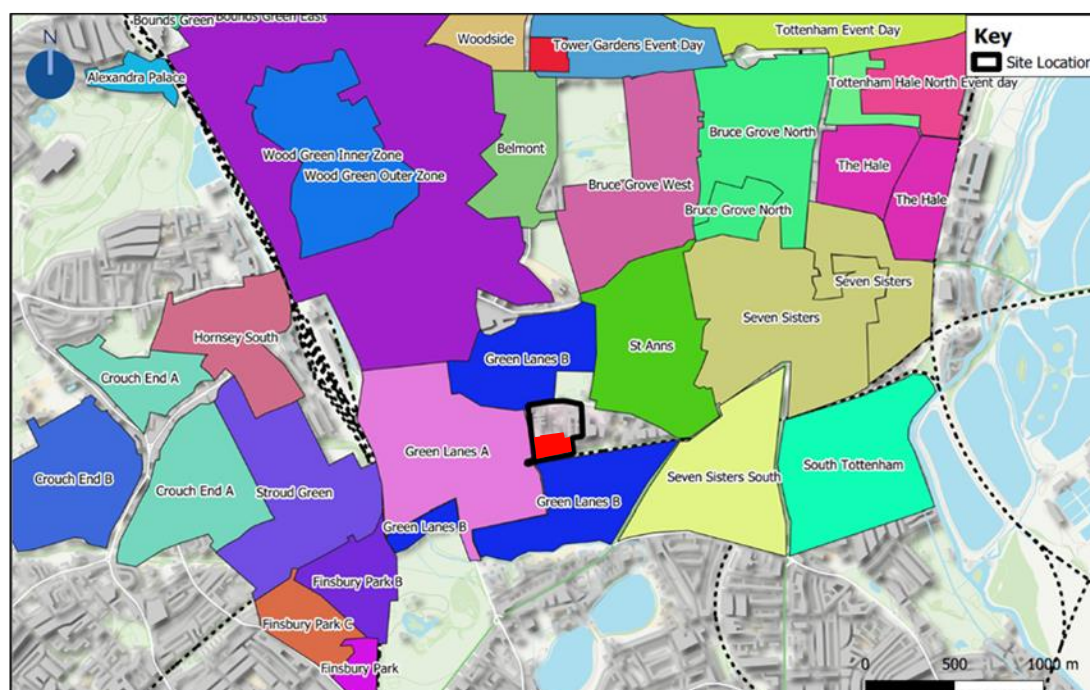
the A105 to the west of the site. The A503 provides a route to the A1 in the south is also one of the main routes from the site towards central London.

- 3.5.2 St Ann's Road benefits from on street parking, which can be found on either side of the carriageway, this forms part of a Controlled Parking Area (CPZ) and therefore parking is restricted at certain times of the day.
- 3.5.3 Phases 1b and 2 are accessed via an internal network of roads within the site which offers a route around the outside of the whole site, forming a ring road. The ring road is a single carriageway, one-way road with a speed restriction of 10mph.

Controlled Parking Zones

- 3.5.4 The wider site is fronted and flanked by Green Lanes B Controlled Parking Zone (CPZ) and bounded to the west by Green Lanes A CPZ. Indicated in **Figure 3.7**

Figure 3.7 Controlled Parking Zone

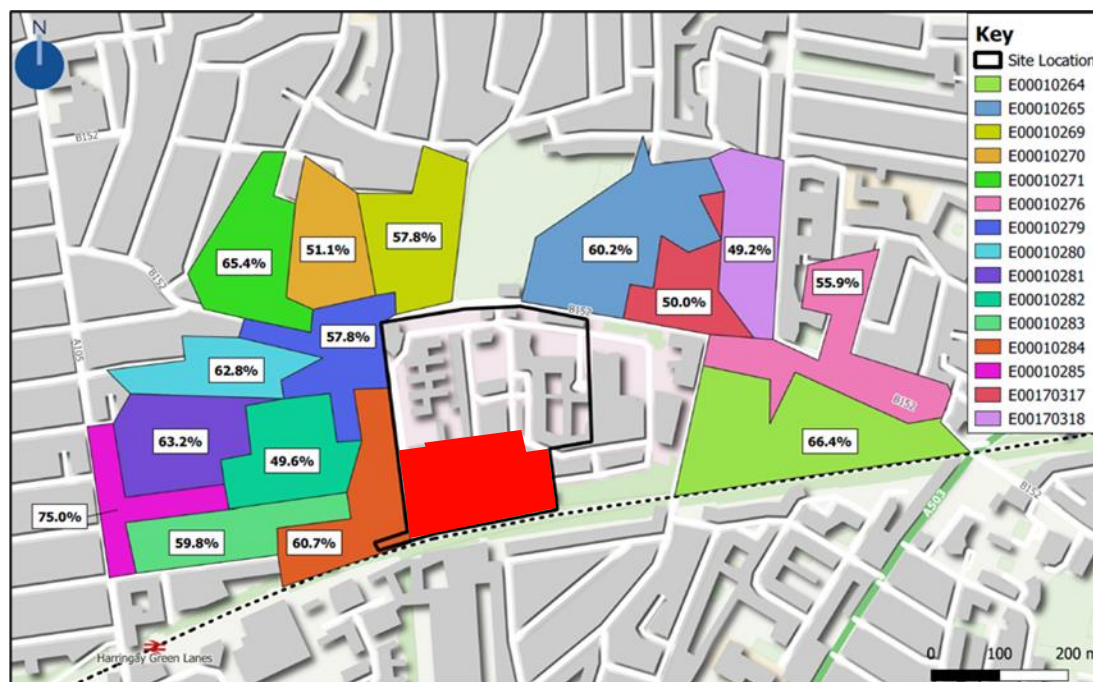


- 3.5.5 The image above shows the extent of the CPZ area in operation around the site. The parking restrictions are summarised below:
- Green Lanes A – Monday to Saturday 0800 – 1830.
 - Green Lanes B – Monday to Friday 0800 – 1830.
 - St Ann's – Monday to Saturday 0800 – 1830.

Existing Car Ownership

- 3.5.6 The 2011 Census data (KS404EW - Car or van availability) for the local output areas has been reviewed with **Figure 3.8** showing the percentage of households without a car for each output area.

Figure 3.8 2011 Percentage of Households Without a Car or Van



Source: Figure source

- 3.5.7 The table above shows that the number of households without a car ranges from 49.2% to 75%, with an average of 59%. The average number of households owning one car is 34%.
- 3.5.8 The 2011 census data has also been reviewed by type and tenure. **Table 3.4** summarises the average car ownership levels of privately owned and affordable flats and houses for the St Ann's Ward.

Table 3.4 Car ownership by tenure

Tenure	Ratio (Flats)	Ratio (House)
Owned (outright or with a mortgage or loan)	0.48	0.79
Rented, Shared Ownership or Living Rent Free	0.31	0.41
Total Tenure	0.35	0.64

- 3.5.9 **Table 3.4** shows that the existing car ownership levels for flats is low, with a ratio of 0.31 vehicles per household for a tenure of shared ownership. This does increase to 0.48 for private flats with a total tenure of 0.35 vehicles per household.

- 3.5.10 The data also shows that 69% of all flats (total Tenure) do not own a car, with only 28% of all flats owning one car. This demonstrates that the existing dwellings surrounding the site have very low car ownership levels.
- 3.5.11 The level of car ownership for flats is of particular relevance given that 93% of the dwellings proposed for St Ann's will be flats, and that 60% of all dwellings are intended to be affordable dwellings. The level of car ownership for these categories is significantly less than that of private dwellings.

Car Clubs

- 3.5.12 The site benefits from having Zipcar Car Club vehicles in the area. The nearest car club space to the site is located along Chesterfield Gardens, which is a 500m walk to the west of the site. The location of this Zipcar Car Club location as well as the others within proximity of the site have been shown in **Figure 3.6**.
- 3.5.13 The car club spaces are operated by ZipCar which allows for cars and vans to be reserved at short notice via the internet/smart phone in order to hire the vehicle for the time and distance that is required. This car club scheme is available at all times, making it convenient and a sustainable travel choice at any time of the day.

3.6 Local Characteristics

Existing Modal Split

- 3.6.1 In order to establish local travel characteristics reference has been made to the London Travel Demand Survey data for 2019 Inner London mode share for all journeys and Railplan data for the local area to identify specific public transport split. The predicted modal split for the area around the site are summarised in **Table 3.5**.

Table 3.5 Anticipated Mode Share

Mode	Percent (%)
National Rail	6%
Underground/ DLR	14%
Bus/tram	16%
Taxi/ Other	2%
Car driver	10%
Car passenger	5%
Motorcycle	0%
Cycle	5%
Walk	42%
All	100%

- 3.6.2 The table above demonstrates that in the locality of the site, only 15% of people travel via private car with 36% of people travelling via public transport. Under the methodology agreed with TfL 83% of travellers in the area travel sustainable modes.

3.7 Summary

- 3.7.1 The existing site has good access to local amenities including food, retail, sports and education facilities as well as medical facilities including doctors, dentists and pharmacies. Whilst the site's PTAL score of between 1a and 1b suggests poor infrastructure, a number of train/underground stations can be found within walking distance of the site offering travellers access to many areas of London. Several bus services can also be accessed within walking distance from the site offering frequent service to nearby infrastructure, amenities and neighbourhoods. The nearby presence of CS1 offers cyclists easy access to a range of areas.
- 3.7.2 In summary, the site benefits from being located within a relatively accessible location both in terms of proximity to alternative modes of travel and essential social infrastructure. Residents of the site will not therefore be reliant on the car to travel to/from the site.
- 3.7.3 The opening of the south-west link shows that the sites PTAL improves across the whole site, opening up more direct routes to Harringay Railway Station and Harringay Green Lanes station.

4. Development Proposals

4.1 Phases 1a and 3

- 4.1.1 The Hybrid application secured up to 995 dwellings with up to 5,000sqm non-residential floor area (GEA), to be built out in several phases.
- 4.1.2 Phase 1a of the development was granted in detail as part of the Hybrid application in 2022. It secured permission for 239 homes, as well as updates to many of the existing buildings on the site which are being retained for commercial/community use, with up to 3,905sqm of floorspace (GEA). This phase has is currently at the early stages of construction.
- 4.1.3 Phase 3 of the Hybrid permission (outline element) will be determined in due course, with an RMA application providing an update to the TP.

4.2 Phase 1b and 2 RMA

- 4.2.1 The RMA application seeks permission for:

“Application for the approval of reserved matters respect of appearance, landscaping, layout and scale relating to Phases 1b and 2 associated with the outline component of planning permission HGY/2022/1833 for “Outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces.”

- 4.2.2 This Travel Plan is being submitted as required by the S106 Agreement Annex 1.

4.3 Proposed Accommodation Schedule

- 4.3.1 **Table 4.1** shows the Proposed Development for Phase 1B and 2 consisting of the construction of 464 residential dwellings and the retaining of 115.41 sqm (GEA) of non-residential uses.

Table 4.1 Development Proposals

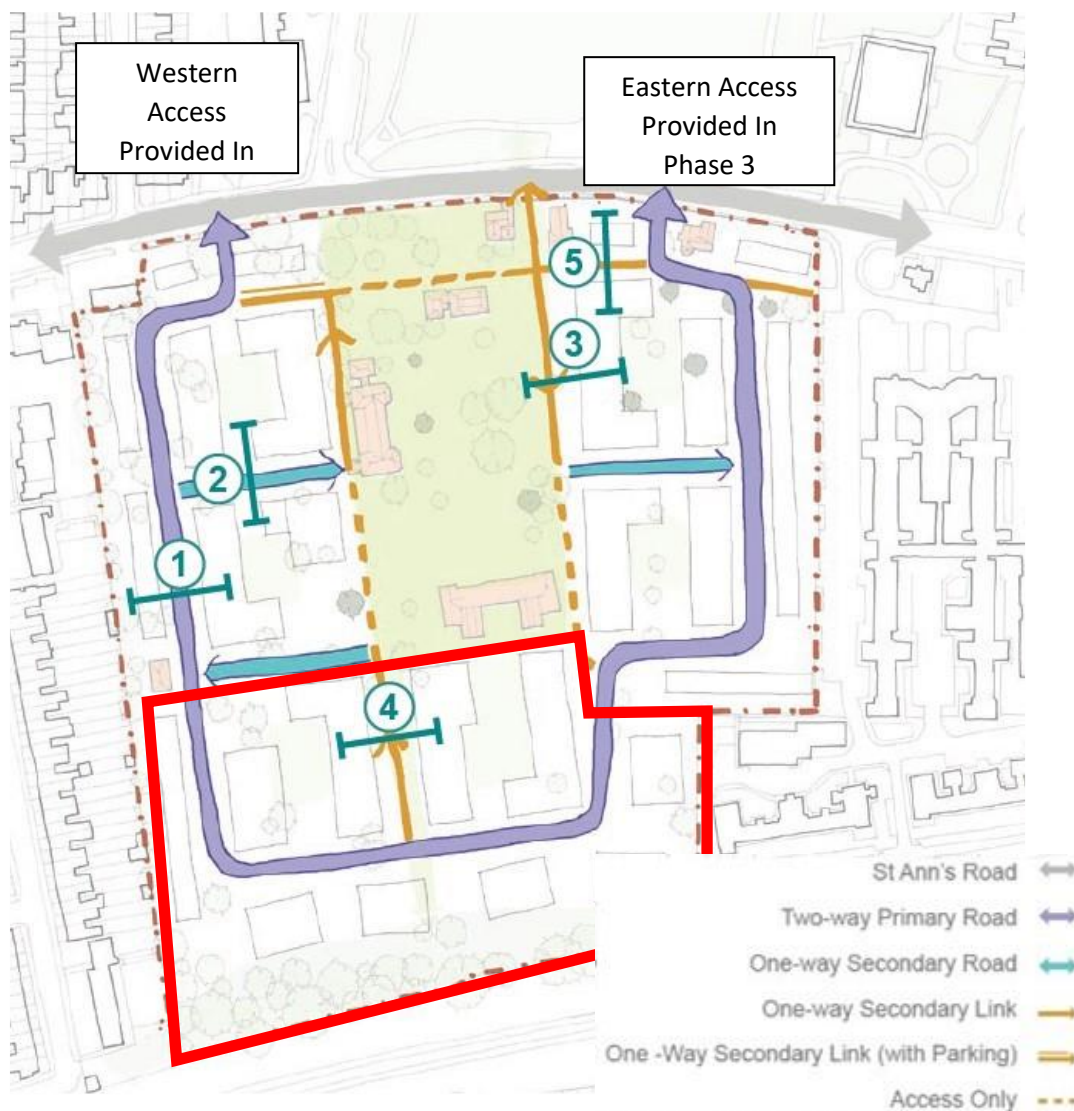
Phase	Block	No Units	Commercial (GEA)
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Phase 1b	E	14	
	F	113	
	G	67	99.3sqm
Phase 2	H	156	
	J	114	
Total		464	99.3sqm

4.4 Access

- 4.4.1 The proposed development includes the demolition of most of the buildings, roads and footways within the site. Changes to the access to the wider site was approved as part of the previous Hybrid planning permission including the detailed element for Phase 1A. The western vehicular access will be provided in Phase 1a, with the eastern vehicular access being provided with Phase 3. These redesigned access points are linked by a two-lane road which acts as a spine route around the site and provide access to Phases 1b and 2 discussed in this application. Site access is shown in **Figure 4.1.** with phases 1b and 2 marked out with a red line.

Figure 4.1 Vehicular Access Points



Source: DAS (KCA)

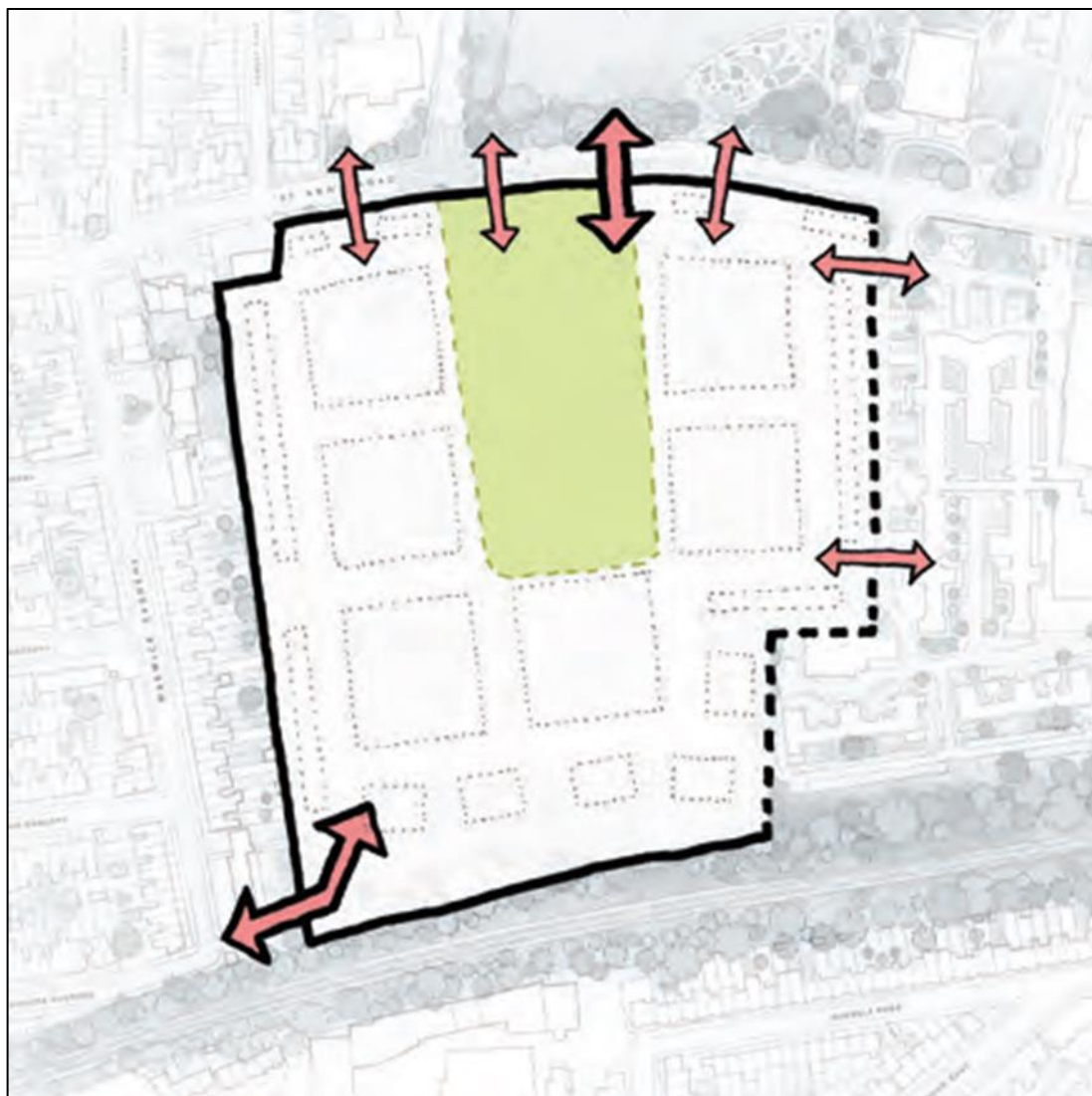
- 4.4.2 Access to the site by vehicle is intended to be secondary to access by sustainable modes. The site layout is designed to provide a network of legible streets that prioritise sustainable transport and facilitates healthy lifestyles. The internal site road network is intended to remain private.
- 4.4.3 A proposed street hierarchy within the site was approved during the Outline Masterplan (the numbers below relate to the numbers in the image above):
1. **Two-way Primary Road** – this is intended as the main two-way vehicle access route that runs between the two approved vehicle access points onto St Ann's Road. On street parking is provided interspersed with street trees and SUDS features.
 2. **One-Way Secondary Road** – these connect between the Primary Access Road and Peace Garden Fronting Road. They are one-way, with some on-street parking and SUDS features. They will also facilitate servicing and emergency access.

3. **One-Way Secondary Link (Peace Garden Street)** – this is a one-way route, with no on-street parking. It is intended primarily to access building frontages that are not on the Primary Access Road to allow deliveries, servicing and emergency vehicle access.
 4. **One-way Secondary Link / Green Link (with Parking)**– this is a one-way link with parking, street trees and SUDS features. These also provide access for servicing and emergency vehicles.
 5. **Access Only (One-Way Secondary Link)** – these are one-way with no parking present. Accesses is only intended for servicing and emergency vehicles.
- 4.4.4 The proposed development will also include a number of additional pedestrianised entrances which were approved as part of the outline masterplan helping to make the site more permeable for cyclists and pedestrians. Most notably for Phases 1b and 2 this will include a southern pedestrian access discussed below.

4.5 Pedestrian and Cycle access

- 4.5.1 Pedestrians and cyclists will be able to access the site from many points on the local highway network. The approved Outline Masterplan has been designed to include multiple North-south and East-West routes to ensure that all parts of the site can be easily accessed by sustainable modes. **Figure 4.2** shows the proposed pedestrian access route between the site and the surrounding area.

Figure 4.2 Future Access Points



Source: DAS (KCA)

- 4.5.2 The connection to Stanhope Gardens/Warwick Gardens on the South-west corner of the site is particularly important for Phases 1b and 2 it substantially reduces the walk distance to a number of local facilities, as well as Harringay Green Lanes station and a number of bus routes, helping to raise the PTAL score for this area from 1a to a score of 4. This Stanhope entrance also provides quicker and quieter access for cyclists to the cycle infrastructure along Green Lanes Road.
- 4.5.3 The connection to Stanhope Gardens/Warwick Gardens is being provided in Phase 1b/2. The connections to the east to the St Ann's Hospital will be provided in Phase 3.

4.6 Car Parking

- 4.6.1 In line with supporting the Mayor's aims to reduce car usage and achieve 80% of trips by active travel it is intended to take up the opportunities for a car lite scheme. This approach

is supported by the existing low levels of car ownership and use in the area and the improvements to accessibility and connectivity provided by the development.

4.6.2 Justification for the parking provision is provided in the TA. As agreed with LBH and TfL the proposals include an initial provision for 3% accessible spaces for blue badge holders. A further 2% provision (Oversized Spaces) will be provided for future use if required as agreed with LBH and TfL.

4.6.3 **Table 4.2** shows a breakdown of the parking provision across phases 1b and 2. This is based on a total of 464 units. Further details of allocation and management of the car parking can be found within the Car Parking Management Plan that has been submitted with the RMA.

Table 4.2 Parking Breakdown (to be updated)

Type of Parking	Number of Parking Spaces (Phases 1b and 2)	Affordable Allocation	Private Allocation
'Standard' Parking Spaces	33	13	20
Oversized Standard Spaces	10	7	3
Blue Badge Parking Spaces	15	10	5
Non-Resi Disabled Spaces	1	N/A	N/A
Car Club Spaces	0	N/A	N/A
Total	59	30	28

Errors due to rounding

4.6.4 The oversized spaces are effectively the additional 2% additional accessible parking spaces as outlined in paragraph 4.6.2 above.

4.6.5 Phase 1b and 2 in total provides a total of 58 parking spaces which is a ratio of 0.13 spaces per dwelling based on the 464 units proposed.

4.6.6 The low car strategy will be supported by:

- An increase the accessibility of public transport and social infrastructure (as described earlier in this SN) as a result of the opening up of the south-west link.
- Provision of new social infrastructure on the site.
- Excluding new residents from existing CPZ permits.
- Provision of car club vehicles on site.
- Implementation of a Travel Plan.
- The implementation of a Car Park Management Plan.

4.7 Cycle Parking

Phase 1a Cycle Parking

- 4.7.1 Cycle parking for Phases 1a were secured under the Hybrid permission with 375 long stay and 13 short stay spaces for residents. For the non-residential uses, Phase 1a provide 24 long stay spaces (to be provided within the demise of each unit), and 81 short stay spaces with the public realm.

Phase 1b and 2 Residential Cycle Parking Provision

- 4.7.2 Cycle parking will be provided in accordance with the London Cycle Design Standards through the provision of:
- 5% of spaces to accommodate larger cycles e.g. cargo bikes.
 - 20% of Sheffield Stands (with no tier above).
 - 1m between Sheffield Stands.
 - No more than 2 sets of Doors.
 - 2.5m aisle widths (in agreement with LBH & TfL).
 - Josta (gas assisted) two tier for remaining stands.
 - 400mm spacing between racks
 - 2.6m floor to ceiling height
- 4.7.3 Houses will have their own cycle facilities within the curtilage of each property with no communal spaces provided. **Table 4.3** shows the level of cycle parking required for Phases 1b and 2.

Table 4.3 Cycle Parking

Phase	Long Stay	Short Stay
Block E (Houses)	28	2
Block F	203	7
Block G	128	5
Block H	284	10
Block J	221	7
Phase 1 Total	864	31

- 4.7.4 **Table 4.3** above shows that the total cycle provision for Phase 1b and 2 is 864 long stay space will be provided, made with an overprovision of 17 spaces through the provision of 9 additional stands. 31 Short stay spaces are provided within the public realm.

- 4.7.5 Cycle parking is spread across the site with the intention that each block will contain the required amount of long stay cycle parking (in accordance with the London Plan) for the number of homes in that block.
- 4.7.6 Greater detail about the locations of cycle parking can be found in the accompanying Cycle Parking Document submitted with the RMA for phases 1b and 2.

Non-Residential Cycle Parking

- 4.7.7 Non-residential cycle parking will be provided in accordance with the London Plan, with long stay cycle parking provided in safe, secure and covered, areas. Short stay cycle parking will be provided within the public realm in close proximity to each non-residential unit.
- 4.7.8 **Table 4.4** summarises the cycle parking for Phase 1b and 2.

Table 4.4 Phase 1b Cycle Parking Provision

Location	Long Stay	Short Stay
Block G	1	3

- 4.7.9 The above is based upon the use which gives the highest total number of cycle parking spaces (short stay and long stay added together).
- 4.7.10 Short stay cycle parking will be spread out across the masterplan within the public realm. Long stay will be provided within the demise of each unit/building.

5. Travel Plan Strategy

5.1 Preamble

- 5.1.1 The strategy outlined within this chapter applies to all phases (1a, 1b, 2 & 3) of the hybrid planning permission and was approved as part of the hybrid consent.

5.2 Introduction

- 5.2.1 A Travel Plan is a practical management tool; rather than a static document it sets out 'active' initiatives throughout an agreed TP lifetime, it requires:
- Infrastructure and management initiatives to be in place before implementation
 - An implementation strategy
 - A monitoring strategy that can assess the success of the TP and respond to the site occupier concerns
 - A reporting strategy so that a path of communication with the local highway authority is set up.
 - A funding strategy
- 5.2.2 This chapter sets out the key elements of the wider strategy of the TP. In terms of a Travel Plan Coordinator (TPC) one has already been assigned for Phase 1A and it is anticipated that they will assume responsibility for Phase 1b and 2, once they are operational.

5.3 Appointing a Travel Plan Co-Ordinator

- 5.3.1 In order meet the goals of this TP; a coordinated effort will be required by all occupiers of the site. A TPC can be used to help work with and coordinate with occupiers helping ensure that the goals of the sites TP can be achieved.
- 5.3.2 The site will be managed by Peabody and it is envisioned that the role of the TPC will be filled by one of their employees.
- 5.3.3 It is anticipated that the TPC will already be assigned for Phase 1a of the development and will be assigned responsibility for Phases 1b and 2 six months prior to initial occupation of phases 1b and 2.
- 5.3.4 Once appointed, the TPC will have the following general responsibilities:
- Ensure that identified physical measures have been implemented during construction.
 - Be the central point of contact for site occupants and LBH regarding travel and transport concerns related to the development.
 - Promoting and marketing the TP.
 - Organise travel survey questionnaires, maintaining and reporting the data.
 - Providing all users of the site with up-to-date information relating to sustainable travel options as appropriate.

- Informing all users of the site of promotional schemes relating to sustainable travel.

5.4 Consultation

- 5.4.1 The success of the Plan will rely on the support of users of the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators and LBH.

5.5 Promotion

- 5.5.1 All staff and residents on the site will be made aware of the existence of the Travel Plan and encouraged to contribute towards its implementation. New occupants should be made aware of the TP prior to / upon first occupation.

5.6 Updating

- 5.6.1 The TP is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the TP will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.
- 5.6.2 The on-going monitoring programme and the agreed reviews will provide updated information that will allow the TP to be revised, refined, and improved.

5.7 Detailed Travel Plan

- 5.7.1 A full travel survey will be undertaken to finalise modal split of the occupied site to inform mode shift targets. It should be noted that due to the site's increase in PTAL rating because of the introduction of the south-west link, additional car travel is not expected, and any modal shift sought will be aimed at maintaining low levels of car use and encouraging sustainable modes of travel, particularly walking, and cycling.
- 5.7.2 This TP will be updated to include the results of the travel survey, and the updated TP will be submitted to the local authority Travel Plan Officer for approval. This TP will subsequently form the basis for further development of the TP and future monitoring of the progress towards meeting targets.

6. Travel Plan Measures

6.1 Preamble

- 6.1.1 The measures outlined within this chapter applies to all phases (1a, 1b, 2 & 3) of the hybrid planning permission.

6.2 Introduction

- 6.2.1 This section of the document describes the actual TP measures to be implemented at the application site. Measures will generally fall into one of two categories: 'hard measures', such as physical infrastructure and 'soft measures' such as marketing. These Travel plan measures have been outlined below.

6.3 Hard Measures

- 6.3.1 In accordance with national, regional, and local planning policy guidance the applicant is committed to encouraging the use of more sustainable modes of transport. Several 'hard' measures have been proposed to encourage sustainable travel. Hard measures represent elements of the scheme such as adequate cycle parking and low levels of parking, which are designed in from the outset. Their primary role is to facilitate a modal shift by making facilities available to support 'soft' measures. It is the duty of the TPC to monitor the use of 'hard measures' implemented at the site and consider steps to improve them to better support the objectives of the TP.

Car Parking

- 6.3.2 The Car Park Management Plan (CPMP) outlines how the parking will be managed on site a summary is provided below.
- In accordance with London Plan policy, there will be no freehold sales of any of the parking spaces on the site to residents, additionally, residents will not be allocated a specific parking space.
 - Priority is provided to those who require an Accessible Parking Space.
 - For the affordable unit's priority will then be given to those with larger units.
- 6.3.3 All residents will be issued with a parking guide as part of their Welcome Pack. This will include information on the on-site parking rules. It is currently anticipated that either the on-site management team or a contracted car parking company will patrol the site regularly to check parking rules are being complied with.
- 6.3.4 Residents will not be permitted to apply for council parking permits to use parking allocated within the local CPZ's.

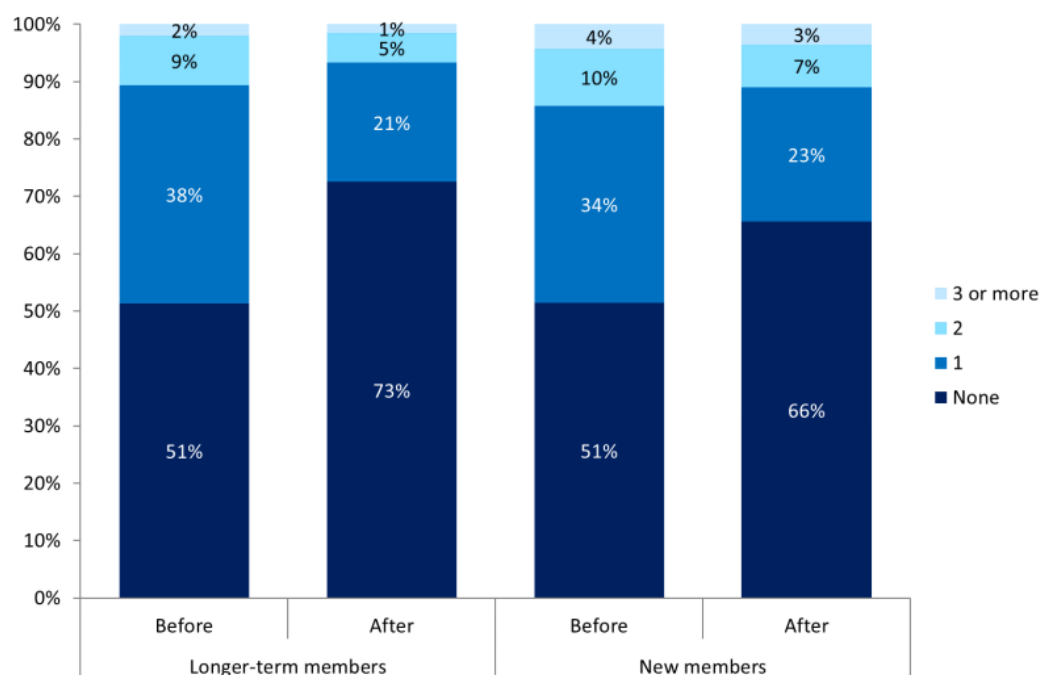
Electric Car Charging Spaces

- 6.3.5 In line with the regulations specified in the London plan, 20% of parking spaces on the site will be provided with active charging facilities whilst the remaining 80% will be built with passive charging. This provision provides an incentive for those who need to own a car to upgrade to electric vehicles over conventional combustion engine vehicles and helps to encourage a more sustainable way of using private vehicles that has a lower negative effect on the air quality of the local area. The 80% passive sites allow electric infrastructure to be upgraded as electric car ownership increases over time.

Car Clubs

- 6.3.6 The development will also be supported by additional car club spaces to allow residents access to a car without the need of owning one. They play active part in reducing car ownership and encouraging active travel. Three car club spaces will be located within the previously approved Phase 1a, and so will be accessible by the residents of Phases 1b and 2. Up to five car club spaces will be provided throughout the entire site when all phases are complete.
- 6.3.7 The Carplus annual survey of car clubs (2016/2017) states that they help:
- Improve air quality across London
 - Help normalise electric vehicles
 - Reduce air traffic congestion levels
 - Facilitate sustainable population growth
 - Reduce private car ownership and use.
 - Outline Travel Plan Measures for Remaining of the Development
- 6.3.8 Image 6.1 shows the effect of car club membership on car ownership

Image 6.1 Car Ownership Before and After Joining a Car Club



Source: Carplus Annual survey of car clubs 2017/18 Report

6.3.9 The graph above shows that roughly 75% of long-term members do not own a car. Therefore, the provision of a car club within the site should provide residents the opportunity to occasionally travel by car without the need to own one.

6.3.10 The applicant has been in contact with Zipcar who have been operating within LBH since 2007 and operate the existing car club spaces nearby as outlined in Section 3.5. They have confirmed a market interest, which along with other options will be assessed before implementation.

Cycle Parking

6.3.11 Dedicated cycle parking will be provided for all flats in dedicated cycle stores and will be monitored for demand and maintenance on an annual basis.

6.4 Soft Measures

6.4.1 Following completion of the development the emphasis for encouraging sustainable travel behaviour will be focused on the implementation of several 'soft' measures, which are outlined in the remainder of this section. Soft measures are those that are implemented during the life of the TP, and which do not represent physical measures as those set out above. They broadly include marketing initiatives and campaigns to promote a shift away from the private car (and indeed other motorised travel) to other, more sustainable modes.

Promotion of Local public transport

- 6.4.2 As mentioned in 3.4 of this report, there are a number of local bus services and mass transit stations easily accessible to users of this site. These services will be further promoted through the 'Travel Pack' and the work of the TPC.
- 6.4.3 It has also been proposed that there will be a notice board on site which details the transport routes and their timetables to encourage residents and employees and members to use sustainable modes of transport.

Encouraging Walking

- 6.4.4 Walking will be strongly encouraged as the main mode of travel for shorter journeys or in combination with public transport for longer distance journeys. It will be the TPC's encourage residents to walk by:
- Apps such as Citymapper, or TFL Go route planners are extremely helpful for allowing users to plot routes prioritizing walking (in conjunction with public transport on longer journeys). The app Citymapper provides users with a range of information including journey time, price, and calorie comparisons. Information on these services should be provided to residents as part of the handbook.
 - Acting as a point of contact for users who may be concerned about the condition of local pedestrian routes and liaise with the highway authority to ensure necessary maintenance/improvements.
 - Encourage promotional events such as 'walk to school week.'
 - Provision of information relevant to local pedestrian routes to the nearest public transport nodes.
- 6.4.5 Information about pedestrian routes and walk distances/times will be provided via the welcome pack.

Encouraging Cycling

- 6.4.6 Residents will be made aware of local cycle infrastructure within the proximity of the site (such as cycle lanes, bike pump and repair stations).
- 6.4.7 The TPC will encourage residents and staff to cycle to and from the site by:
- Providing information on local cycle routes (including route planning) in the vicinity of the application site.
 - Inviting residents and staff to join a Bike User Group (BUG), allowing less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists.
 - Using reasonable endeavours to obtain a discount for residents and staff at the local bicycle shop.
 - Encourage promotional events such as 'Bike to Work Week' or 'Bike to school Week'.
 - Provision of changing facilities / showers where possible for commercial uses.

- Encouraging residents and staff to attend cycle training sessions provided by LBR on an annual basis.
- Promoting Dr Bike maintenance sessions and cycle maintenance training sessions on site.

6.4.8 To help achieve the above, plans will be displayed on noticeboards at the development site and through appropriate social media highlighting the relevant cycle routes or through social media. Copies of the routes will also be contained within the welcome pack.

Travel Options Guide

6.4.9 The Travel Options Guide will be the primary means of informing residents about their travel options. The guide will include the following:

- Information on walking, including local walking maps to local destinations;
- Information on cycling, including information about local cycle shops, information on cycle training and cycle safety and cycling maps;
- Promotion of the health benefits of active travel;
- Information on local public transport, including route information, timetables, and ticket information;
- Information on local car club operators, including where they are located, how they work, instructions on how to join and the potential benefits;
- Information on local facilities;
- An offer to take part in a personalised travel planning session; and
- Useful links to websites with travel information.

6.4.10 The Travel Options Guide will be sent to each household upon first occupation of each unit to help residents chose sustainable travel options from the outset. This will be the responsibility of the TPC. The guide will be updated regularly to ensure the information is up to date.

6.5 Marketing and Promotion of Travel Plan

6.5.1 Marketing and promotion are essential in raising awareness of the existence and aims of the TP. The following section discusses the marketing and promotion measures that will be implemented in detail.

Welcome Pack

6.5.2 A welcome pack will be provided on first occupation for each of the new households as well as each of the new businesses which occupy the retail units. This information pack will aim to include the following:

- Walking and cycle maps; showing local walking and cycle routes through the development to facilities, such as health services, post offices, shops, library, sports centres, nearest business centre, schools, and routes out into nearby countryside.

- Walking, cycling and bus travel times; in minutes, to local facilities as above.
- Site specific public transport information; closest bus stop facilities and rail facilities, explaining what buses serve the site and what services can be taken to access facilities by sustainable transport.
- Local taxi information; contact information.
- Car sharing scheme information; promote the personal benefits of car sharing to residents.
- Provide information about the health benefits of sustainable modes of travel.
- Location map of the site.
- A description of distance, time, and (where relevant) routes for travelling from the site to key local destinations on foot, bicycle, and public transport.
- Site specific public transport information including rail and bus timetables for local services.
- Details of any site-specific measures such as Bicycle User Group.
- Details of cycle training.

Travel Information Points / Notice Boards / Social Media / Internet / Smart Apps

- 6.5.3 An information sheet will be produced and displayed within the on-site notice boards to promote the TP, including specific initiatives associated with it and its objectives.
- 6.5.4 The internet and social media will also be used to influence people's travel behaviour around the site. It has been found that social media has the power to influence the way in which we travel. It is also a key way for developers to get in contact with a younger audience which is beneficially due to the high number of residents that currently occupy the site and are likely to return on completion of the site. One of the benefits with using online platforms as well as welcome packs, is that the information put onto the web is accessible 24/7 and can be used no matter where the resident is when they need the information.
- 6.5.5 Information about the site and travel options will be posted on a dedicated website.
- 6.5.6 As the development progresses through each stage, updates could include specific items such as each new car club space to encourage residents to use the new facilities.
- 6.5.7 Finally, the internet can be used to promote the use of Smart Apps like Google Maps and City Mapper to encourage residents and visitors of the site to find the most sustainable route to the site, as these apps have the capability to provide route information for different modes of transport i.e. via foot, cycle, car or public transport.

7. Modal Shift Targets

Interim Modal Shift Targets

- 7.1.1 The targets outlined within this chapter apply to all phases (1a, 1b, 2 & 3) of the hybrid planning permission.
- 7.1.2 The baseline modal split has been based on the London Travel Demand Survey (LTDS) data as agreed with TfL. The baseline modal split suggests that over 80% of users will use a sustainable mode of transport
- 7.1.3 The TPC would be expected to monitor the modal split through travel surveys after occupation of the site and use the resulting data to determine objective modal split targets.
- 7.1.4 The introduction of a range of measures to support sustainable travel and in particular walking and cycling will result in modal shift.
- 7.1.5 Targets for the scale of modal shift against which the success of the TP can be measured need to be SMART:
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Timed
- 7.1.6 Pending a full survey, it is recommended that initial targets for changes in mode share, to be achieved over the five-year life of the TP, should focus on reducing car trips and increasing cycle and walking trips.
- 7.1.7 Given that the anticipated sustainable mode share is predicted to be above 80% the interim target for the TP is to maintain the 80% active and sustainable mode share in line with the Mayors Transport Strategy.
- 7.1.8 Revised targets will be agreed once the initial surveys have been submitted to LBH for agreement / revision where necessary.

8. Management, Monitoring and Funding

8.1 Implementation Strategy and Action Plan

- 8.1.1 This chapter applies to all phases (1a, 1b, 2 & 3) of the hybrid planning permission.
- 8.1.2 A staged programme for implementation of the TP strategy is required to ensure consistency and ease the process of introducing the TP.
- 8.1.3 Infrastructure measures, such as cycle parking and pedestrian infrastructure, will be put in place during construction and fit out, with all marketing and informative material available to residents and staff at first occupation. This material would be regularly reviewed to ensure it reflects up to date information as part of the monitoring strategy
- 8.1.4 The anticipated timescales for the TP strategy are summarised in an Action Plan indicated in **Table 8.1**.

Table 8.1 Action Plan

Action	Timing
Submission of Further TP Updates and Consideration by Local Highway Authority	As part of each RMA
Appointment of TPC	6 months prior to first occupation of residential / non-residential buildings
TPC responsibilities implemented Preparation of Welcome Pack Site Notices Formation of Bicycle User Group Car Club Implementation Walking / Cycling events	TPC Appointment
Undertake Baseline Travel Survey	Undertake Baseline Travel Survey upon full occupation of each phase. (Flexibility required to ensure each survey includes each phase and prevent the cost of multiple surveys per phase)
Baseline Travel Survey results submitted with revised TP, where necessary, including final targets	1 month after Baseline Travel Survey
TP, including final targets, approved by local highway authority. Revisions made where necessary to reflect local highway authority comments.	Within 1 month after revised TP submitted
Continue with updating TP and reviewing / updating measures	Throughout the life of the plan
Travel surveys undertaken	Annually for 5 years after TP approval (Flexibility required to ensure each survey includes each phase and prevent the cost of multiple surveys per phase)
Monitoring reports, including revised strategies, if necessary, submitted to the local highway authority	3 months after surveys undertaken
Applicant TP responsibility discharged	At the end of the 5-year life plan of the Full TP

8.2 Monitoring and Reporting

- 8.2.1 Monitoring typically involves assessing the success of the TP against agreed modal split targets, with additional measures to support sustainable travel implemented where these targets are not being achieved.
- 8.2.2 A baseline travel survey will take place within 3 months of phases 1b and 2 of the development being occupied and will aim to determine the modal split of residents.

- 8.2.3 The results of the survey will be used to ratify the interim modal split targets, which will be included within a revised TP which will be submitted to LBH.
- 8.2.4 The monitoring of the TP will occur in the form of travel survey undertaken annually on the anniversaries of the TP implementation for a period of 5 years. As construction and occupation progresses, the dates of surveys will be flexible to allow surveys to include new phases as they become occupied in order to prevent specific surveys being undertaken for each phase.
- 8.2.5 The TPC will be responsible for commissioning the surveys and compiling the results, which will include
- Mode of travel.
 - Journey distance.
 - Cycle parking demand.
 - Bicycle User Group uptake.
 - Pedestrian and cycle infrastructure review.
 - Deliveries and servicing activity.
 - Qualitative interview.
- 8.2.6 Monitoring reports will be circulated to the appropriate officers at LBH within 3 months of the surveys being undertaken. The monitoring report will include the results of travel surveys and general feedback.

8.3 Funding

- 8.3.1 The initial funding of all aspects of the TP, including the introduction of infrastructure measures, employing of stakeholders, monitoring, and reporting will be the responsibility of the applicant.
- 8.3.2 This responsibility will be maintained for the full life of the TP, until it is discharged. Should this occur, the transfer of responsibility will be notified to LBH.

9. Summary and Conclusions

- 9.1.1 Markides Associates have been appointed Peabody Trust, Catalyst by Design and Hill Residential Limited to produce this TP in support of their application for the redevelopment of part of the St Ann's Hospital. This Travel Plan is intended to serve as the detailed Travel Plan for Phases 1B and 2 of the development which has already received outline approval as part of a masterplan application for the development.
- 9.1.2 The TP will be led by a TPC who will be appointed 6 months prior to first occupation and whose objective will be to promote the Travel Plan encouraging sustainable mode share by all residents.
- 9.1.3 The Travel Plan will be continually monitored, and it will additionally be measured annually in consultation with all stakeholders who will approve its contents and fully support the measures being maintained/proposed.
- 9.1.4 In conclusion, this Framework Travel Plan will achieve the objective of maintaining the likely reduction in car journeys to the site, encourage greater use of walking and cycling and provide a mechanism to monitor and control its progress.