



LORDSHIP LANE

London

FRAMEWORK TRAVEL PLAN

Project No 23-300-20

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Control Sheet

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Framework Travel Plan has been prepared by Calibro Consultants Ltd on behalf of Atri7 2 Limited & Fusion Global Management LLP (herein referred to as “the Applicant”). The Travel Plan has been submitted to provide an appraisal of the traffic and transport implications associated with a proposed redevelopment at 707-725 Lordship Lane, London (currently Sui Generis - Bingo Hall) for a residential & student accommodation scheme comprising 623 student beds, 77 affordable homes, and 796 sqm flexible ground floor commercial (Class E) use.
- 1.1.2 Given the highly sustainable location in combination with the nature of the proposed development, the proposals incorporate a zero-car approach to maximise the sustainability of the site.
- 1.1.3 This report has been prepared to provide the Local Planning and Highway Authorities (TfL and LBH) with an evidence base which sets out the sustainability credentials of the site and the commitment of the developer to ensure single person car movements are minimised wherever possible. This document has also been prepared with due regard to current best practice and with particular consideration to the National Planning Policy Framework (NPPF).

1.2 Summary of Relevant Information

- 1.2.1 By way of summary, this plan has been prepared subject to the following principal parameters: -

Development Name:	Lordship Lane
Status of Travel Plan:	Framework
Development Address:	707-725 Lordship Lane, Wood Green, London
Author of Travel Plan:	Calibro Consultants Limited
Future Travel Plan Coordinator:	TBC
Delivery Mechanism:	TBC
Funding Mechanism	TBC
Formal Commitment Period:	TBC
Mode Share Target Review:	TBC

2 DEVELOPMENT PROPOSALS

2.1 Application Details

- 2.1.1 The proposed development comprises redevelopment of what is currently is a Bingo Hall with associated parking into a development comprising 623 student bed spaces, 77 residential dwellings, a 796 sqm flexible ground floor commercial (Class E) use and associated public realm.
- 2.1.2 A detailed description of the development is provided in the Planning Statement associated with the application. The salient elements of the proposed scheme in respect of traffic and transport may be summarised as follows:
- 623 Student bed spaces
 - 77 private residential dwellings in the following mix:
 - 9 x 1 person-1 bedroom units
 - 13 x 2 person-1 bedroom units
 - 8 x 3 person-2 bedrooms units
 - 30 x 4 person-2 bedrooms units
 - 10 x 5 person-3 bedrooms units
 - 7 x 8 person-5 bedroom units
 - 796 sqm flexible ground floor commercial (Class E) use
 - car-free development, with policy compliant levels of blue badge and cycle parking.
- 2.1.3 A plan showing the site layout is shown below and to scale at [Appendix A](#).

Figure 2-1 Illustrative Masterplan



2.1.4 The proposed development will afford separated pedestrian access to each proposed land-use and connect to the wider pedestrian network at:

- Lordship Lane to the north of the Site. The footways measure between 2.5- and 3-metres, and dedicated crossing points are located some 85-metres to the east of the Site and some 150-metres to the west.
- Wellesley Road to the South. The southern footpath measures circa 2m wide, whilst the northern footpath will measure 1.5-metres in order to accommodate a rank of 4 disabled parking spaces. This will be sufficient to accommodate a pushchair and a pedestrian passing each other according to Manual for Streets Figure 6.8.

2.1.5 Cycling parking facilities will be provided in secure bike stores located within each building and will therefore be accessible to all students and residents of the development. Visitor parking will also be provided externally throughout the Site. These locations are shown in the figure below and included to scale at [Appendix B](#).

Figure 2-2 Cycle parking



2.1.6 the proposals include the following provision of long-stay spaces:

- PBSA, Block A - 466 long stay parking
- Residential, Block B - 34 long stay parking
- Residential, Block C - 68 long stay parking
- Residential, Block D - 13 long stay parking

2.1.7 12 of these long stay spaces are provided on Sheffield hoops, with the remainder via two-tier racks. It is considered that long-stay spaces for the commercial element of the Site, that is for staff, will be accommodated internally within the premises, as agreed with Haringey Council.

2.1.8 20 visitor spaces are provided throughout the Site by the entrances of each block for the residential and PBSA elements of the Site, with a further 8 short stay spaces provided to the north of the Site for the commercial element. Whilst this is under the recommended provision of visitor spaces for a commercial use, a large part of the future clientele is expected to be generated from the future students and residents, therefore reducing the need for cycle parking.

3 POLICY & BEST PRACTICE

3.1 Introduction

- 3.1.1 This section of the Plan sets out the relevant travel planning policies and best practice guidance that have been referenced in the design of the Plan and its initiatives.

3.2 Best Practice Guidance

- 3.2.1 The Travel Plan will be prepared with reference to existing best practice guidance as set out within the Department for Transport (DfT) document entitled 'The Essential Guide to Travel Planning (2008)', 'Making Residential Travel Plans Works' and also Transport for London (TfL) guidance 'What a travel plan should contain'.

- 3.2.2 The guidance documents provide an array of detailed advice, but the key messages can be summarised as follows: -

- Gain buy-in by management;
- Gain buy-in from the residents & staff;
- Allocate, and plan for, sufficient time and money;
- Search for and create local alliances to learn from common experience / problems;
- Understand the local environs via a detailed site audit;
- Understand the ways in which people travel and their reasons, via travel surveys;
- Monitor travel behaviour on a regular basis; and
- Market the travel plan and use branding tools to attract interest / participation.

- 3.2.3 The plan will set out the administrative, physical, and management initiatives that will form the framework under which a full travel plan will be prepared and implemented prior to occupation of the Site. At this stage, it is expected that the Travel Plan shall comprise the following suite of documents: -

Travel Plan Report (for use of the Travel Plan Coordinator and Local Authority) – intended to set out matters relating to the administration of the Plan, including future review and monitoring regimes. Essentially, this would comprise an updated version of the Framework Travel Plan.

Travel Plan Welcome Pack (for distribution to residents & staff) – comprising a publication designed to engage with the residents and members of staff, and to promote the use of non-car travel options through a range of key initiatives.

Travel Plan Leaflet (for distribution to residents & staff) – a pocket-sized document providing a convenient aide-memoir of key travel opportunities. This will be provided within welcome packs and in communal areas of the site.

- 3.2.4 The above documents will be prepared to raise awareness amongst future residents and staff of the physical features, infrastructure, and opportunities to travel by non-car modes.

4 SITE ASSESSMENT

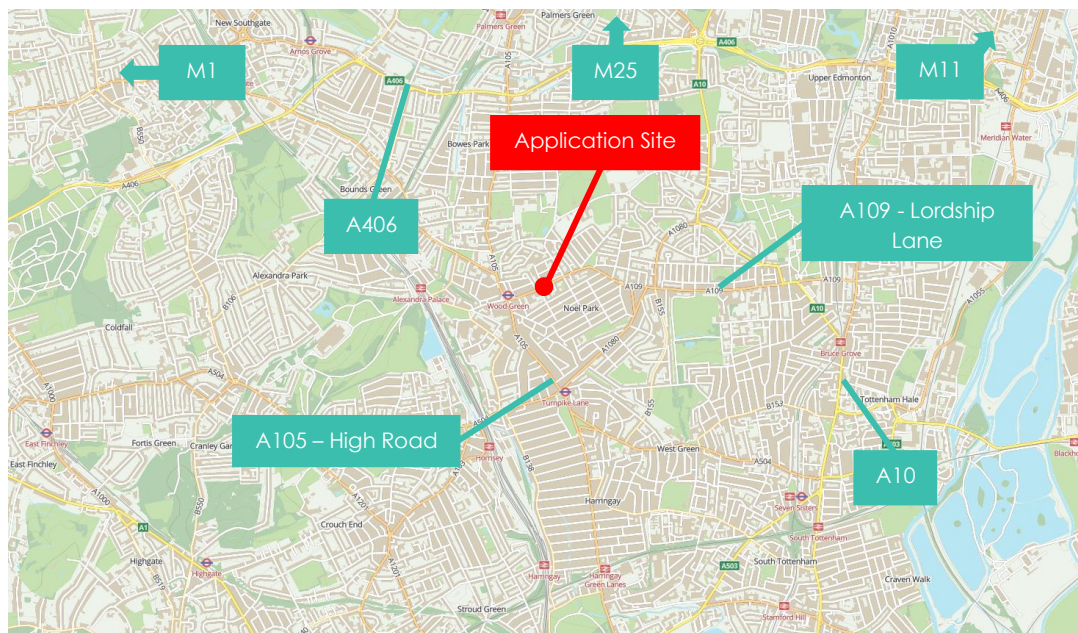
4.1 Introduction

- 4.1.1 This section of the Plan sets out the key parameters of the development, including the availability of sustainable travel options from the site to nearby amenities and the surrounding area. On this basis, the future opportunities and barriers to non-car travel can be considered.

4.2 Site Location

- 4.2.1 The Site is located in the Woods Green area, in the London Borough of Haringey, some 8-kilometres to the north of the A501 and Central London and circa 1.8-kilometres to the south of the A406 ring road.
- 4.2.2 The site is accessible via the A109 - Lordship Lane which delineates the sites northern boundary and runs through Haringey connecting the A105 to the east to the A10 to the west. With regard to strategic road network, the A406 is located approximately 3.4-kilometres to the north-east. The A10 provides connectivity to central London to the south and connects onto the M25 to the north. The A406 provides onward connectivity to the M1 to the west, the M25 to the north and the M11 to the west.
- 4.2.3 The application site is shown in its strategic context below.

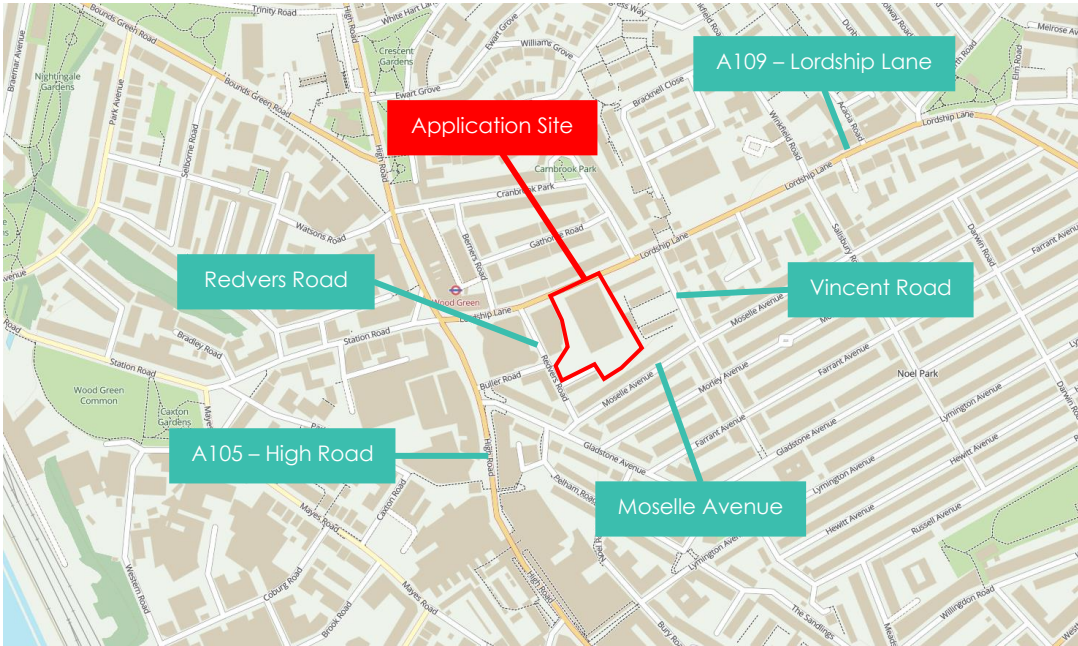
Figure 4-1 Strategic Site Context



- 4.2.4 In a local context, the site is bound by the A109-Lordship Lane to the north, residential dwellings to the east and south and a fitness centre to the west. Less than 200-metres to the west of the Site is the Wood Green underground station, whilst the Alexandra Palace Train Station lies circa 1-kilometre to the west.

4.2.5 The application site is shown in its local context below.

Figure 4-2 Local Site Context



4.3 Accessibility By Foot

4.3.1 The below table shows that several public transport opportunities, as well as amenities, are easily accessible within close proximity to the site. The presence of well-maintained pedestrian infrastructure ensures that walking trips can easily be undertaken to access surrounding facilities quickly and safely.

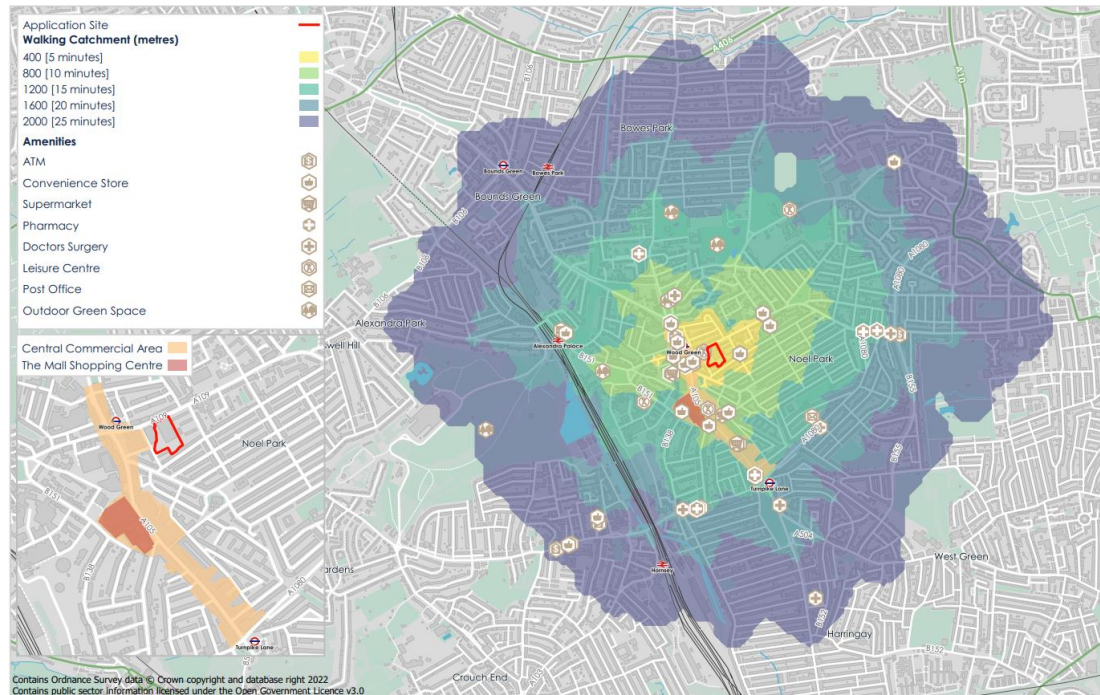
Table 4-1 Distance to Amenities

Amenity Type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Public Transport Opportunities			
Bus Stop	Lordship Lane (Eastbound)	< 1	50
Bus Stop	Lordship Lane (Westbound)	1	105
Underground Station	Wood Green	3	200
Train Station	Alexandra Palace	13	950
Facilities and Amenities			
Convenience Store	Sainsbury's Local (A105)	1	185
Supermarket	Morrisons (Brabant Road)	5	350
ATM	Sainsbury's Local (A105)	1	185
Outdoor Open Space	King George VI Memorial Garden (A105)	8	650
Recreation/Leisure Facility	The Gym Group London Wood Green (Lordship Lane)	<1	100
Post Office	St Johns Post Office (Albion Street)	14	1.1km
Library	Wood Green Library (A105)	5	485
Pharmacy	Greenwoods Pharmacy (A105)	4	320
Doctors Surgery	High Road Surgery (Stuart Crescent)	7	650

Education Facilities			
Nursery	Noah's Ark Day Nursery (Mayers Road)	8	645
Primary School	Alexandra Primary School (Western Road)	9	650
Secondary School	Heartlands High School (Western Road)	11	800

- 4.3.2 It can be seen that a large range of amenities are located within a close distance of the site, ensuring that these trip attractors can be accessed by sustainable modes and most likely by foot or cycle. This reflects the requirements of National, Regional and Local planning policy for creating sustainable communities. The Chartered Institute of Highways and Transportation (CIHT) March 2015 guidance document, 'Planning for Walking', states that 'walkable neighbourhoods' are those with a typical catchment of approximately 800 m. Many of the key facilities identified for this proposal are within this walking distance threshold.
- 4.3.3 On the basis that the above amenities are all within the maximum desirable distances, as advocated the CIHT guidance entitled *Guidelines for Providing for Journeys on Foot* (refer below), it is evident that the application site is located where it would afford future residents with the opportunity to walk to key local facilities.
- Maximum desirable distance to nearest bus stop = 400-metres.
 - Maximum desirable distance to Town Centre = 800-metres.
 - Maximum desirable distance to food shopping = 1-kilometre.
 - Maximum desirable distance to all other uses = 2-kilometres.
- 4.3.4 The accessible areas within the aforementioned thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.
- 4.3.5 Building on the above, a 2-kilometre travel distance has been determined within a GIS-based accessibility model that has been constructed taking into account the available infrastructure surrounding the application site.
- 4.3.6 The resultant geographical catchment area and the amenities located therein is shown in the figure below, whilst a larger scale plan is provided at [Appendix C](#).

Figure 4-3 Walking Catchment

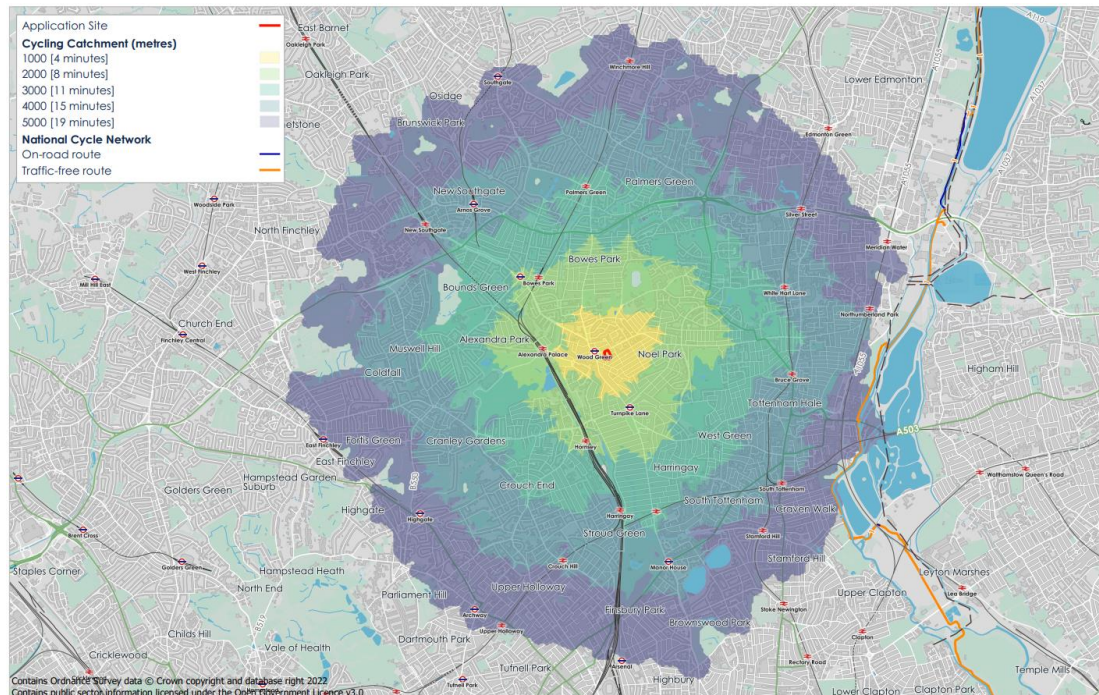


- 4.3.7 The above catchment demonstrates that future residents of the site would be able to access practically all of the Wood Green area of London including all extents of the A105 / High Road shopping areas on foot, which offers a wide and comprehensive range of facilities and amenities that would be used by residents of the proposed development on a daily basis.
- 4.3.8 It is also worth noting that Wood Green + Turnpike Lane have been identified as a recommended walking corridor in Haringey Councils Walking & Cycling Action Plan (WACP) with focus being placed here for future development and improvement.

4.4 Accessibility by Bike

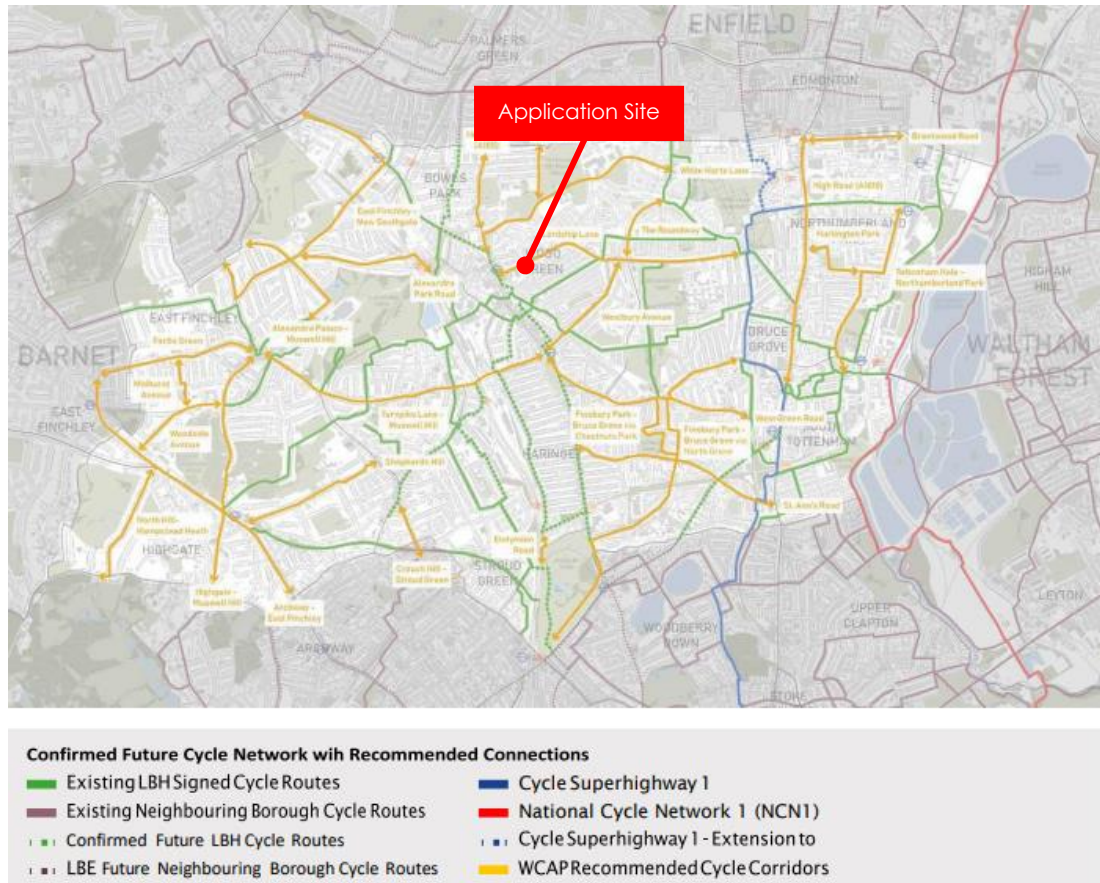
- 4.4.1 With regards to cycle infrastructure, the application site is located 2.5-kilometres west of the C1 Cycleway, linking Tottenham with the centre of London.
- 4.4.2 Further to this, National Cycle Route 1 is accessible within some 5-kilometres east of the site. This route links Dover to the north of Scotland, and more locally links Waltham Cross to Canary Wharf almost exclusively via off-street sections.
- 4.4.3 In consideration of the typical cycling journey, the industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.
- 4.4.4 The GIS calculated catchment area for cycling is shown in the figure below, and at [Appendix C](#).

Figure 4-4 Cycling Catchment



- 4.4.5 From the above it is evident that a large proportion of North London is accessible within a short cycle ride of the proposed development. Indeed, the catchment extends to include areas such as Finsbury Park to the south, Tottenham Hale to the east, Winchmore Hill to the north and Muswell Hill to the west. As such, the proposed development is acceptable in the context of its credentials to encourage journeys by bike. The high-quality cycle storage provision and zero car development will further encourage cycling as an alternative method of travel.
- 4.4.6 Haringey Council Adopted Walking & Cycling Action Plan (2022-2032) sets out aims and objectives for the future of the borough with regards to enabling more walking and cycling. High Road (A105) & Turnpike Lane have been identified in Haringey Councils Walking & Cycling Action Plan (WACP) for future improvements to cycle routes which would only aid cycling feasibility to and from the site.
- 4.4.7 The figure below shows existing and confirmed future cycle routes around the borough with complete green lines indicating existing cycle routes and dashed green lines indicating future cycle routes. This shows the abundant cycling network in the vicinity of the Site that future residents will be able to use.

Figure 4-5 Haringey WACP – Existing & Future Cycle Network

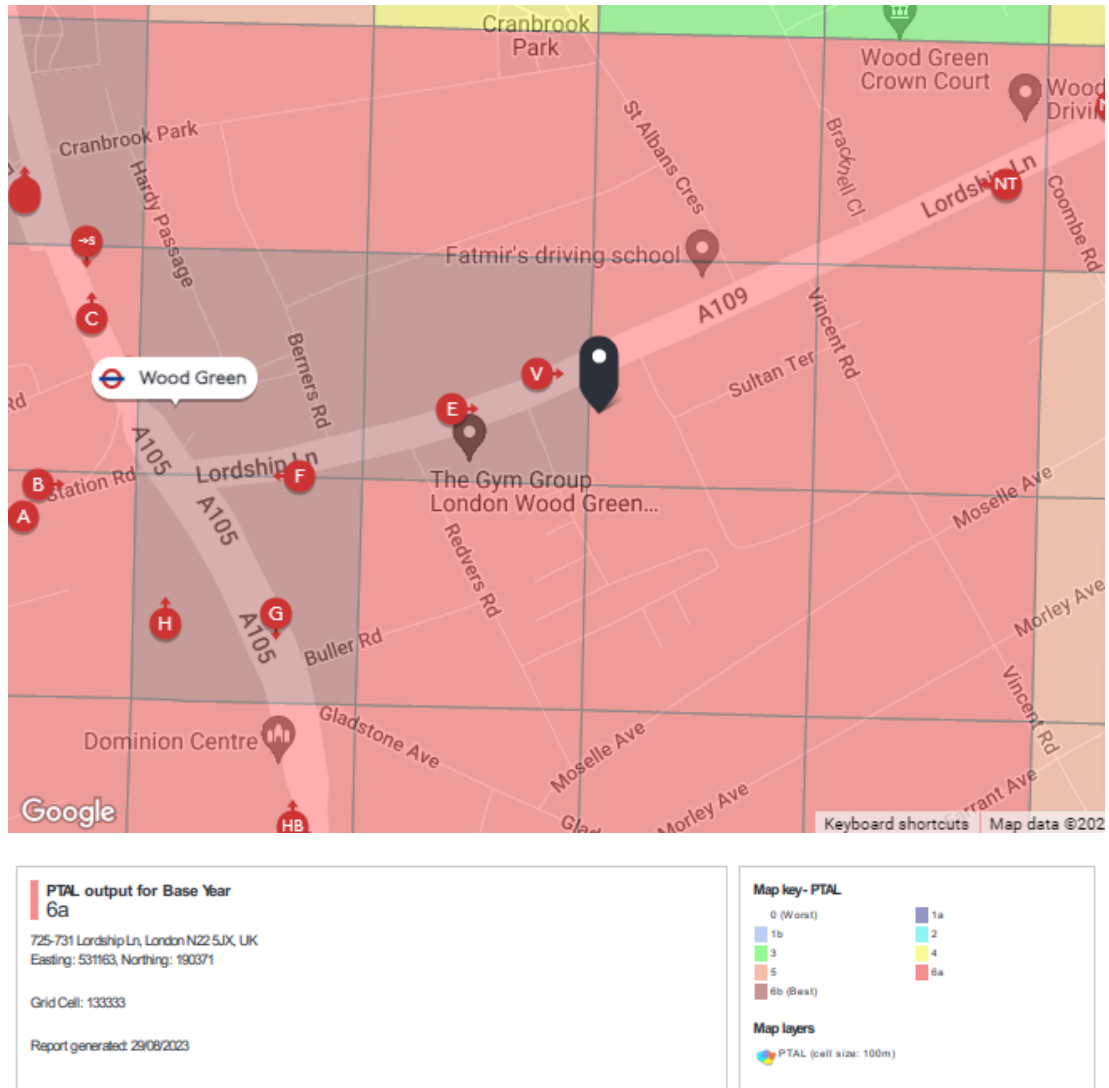


4.5 Accessibility by Public Transport

4.5.1 Public Transport Accessibility Level ('PTAL') is a measure of connectivity by public transport from a point of interest (i.e., the site). This measure takes into account the time taken to walk to a station or stop as well as the reliability of and wait time of local transport services. PTAL values are measures from 0-6 (with subdivisions) with the highest value representing the best connectivity, so a value of 1a indicates an extremely poor access to local transport services and a value of 6b represents excellent access to local transport services.

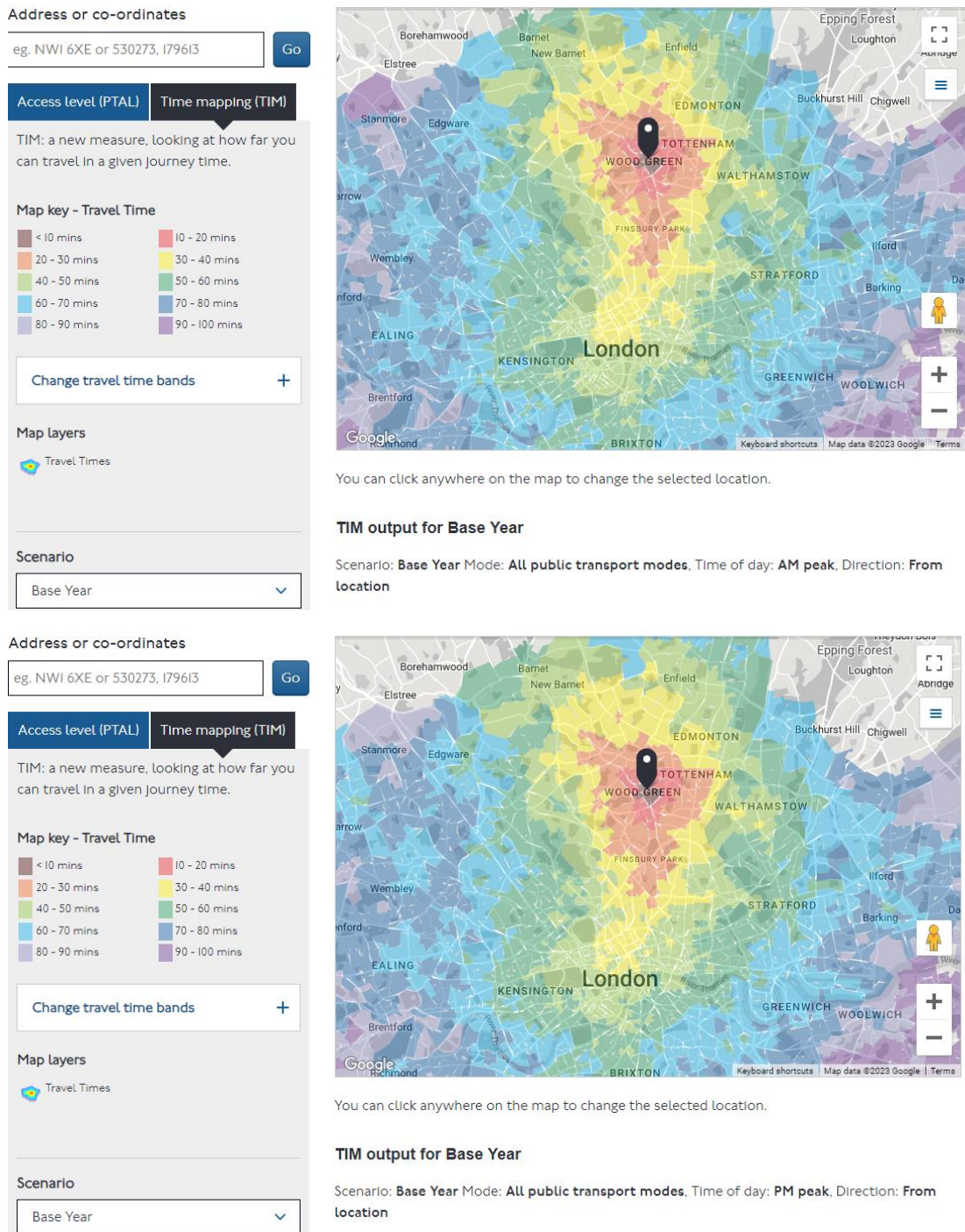
4.5.2 The PTAL of the site has been assessed using Transport for London's WebCAT service. The site has a PTAL rating of 6a, showing that there are ample opportunities for future residents to access local transport services. The figure below is an extract showing the local PTAL rating, with the following link taking you to the TfL calculation webpage, <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Type=PTAL&lat=51.59721&lon=-0.10695&scenario=Base%20Year&zoomLevel=17&places=Stations%20stops%20and%20piers%7CTravel%20times>.

Figure 4-6 PTAL Site Extract



- 4.5.3 Many destinations can be reached between 40 & 60 minutes by public transport, they include but are not limited to; Central London, Stratford, Walthamstow and Barnet. The figure below shows time isochrones of accessible areas from the site from TfL's Time Mapping (TIM).

Figure 4-7 AM & PM Peak Public Transport Accessibility (TIM)



- 4.5.4 It can be seen that the high PTAL rating, and thus high level of accessibility to public transport, makes the site very sustainable and enables users to utilise the existing public transport network for their journeys.

Accessibility by Bus

- 4.5.5 It is accepted that public transport comprises two principal aspects:

1. Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
 2. Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.
- 4.5.6 In the case of the first criterion, the nearest bus stop is located some 16-metres north of the northern boundary of the site, located on Lordship Lane, this stop is serviced by the W3 service. Two additional bus stops are located on both sides of Lordship Lane, all within 130-metres of the centre of the scheme and providing three different bus services in total within 150-metres from the site.
- 4.5.7 On the basis of the above, the distance to the nearest serviced bus stops is therefore within the maximum desirable distance of 400-metres identified by the Chartered Institute of Highways & Transportation (CIHT) document entitled Planning for Public Transport in Developments.
- 4.5.8 In respect of bus frequencies and services, the following table shows services running from near the site to and from the previously mentioned three closest bus stops.

Table 4-2 Local Bus Services

Service	Route	Weekday			Saturday	Sunday
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
Lordship Lane						
W3	Northumberland Park - Finsbury Park	00:00	5 to 10	23:50	6 to >180	10 to >180
	Finsbury Park - Northumberland Park	00:01	5 to 10	23:51	6 to >180	10 to >160
144	Muswell Hill Broadway - Edmonton Green Bus Station	00:03	12	23:51	12	12
	Edmonton Green Bus Station - Muswell Hill Broadway	00:03	12	23:51	12	12
243	Redvers Road - Waterloo Station/Mepham Street	00:02	6 to 35	23:50	3 to 15	8 to 20
	Waterloo Station/Mepham Street - Redvers Road	00:00	6 to 30	23:57	7 to 15	10 to 15

- 4.5.9 The table above demonstrates the selection of services that future residents of the site will benefit from throughout the week whilst travelling to and from the site and onto other destinations.

4.5.10 With regards to the bus service frequencies beyond those identified above, the figures below exhibit the frequency of all bus services at each bus stop within 400-metres of the site for both the morning and evening peak periods, respectively.

Table 4-3 AM Peak Stop Frequency

Service	Route	Freq. (mins)		
		Weekday	Saturday	Sunday
High Road (North) – Wood Green Station (Stop G)				
121	Enfield Island Village – Turnpike Lane Station	8-11	8-11	
	Turnpike Lane Station – Enfield Island Village	7-11	8-11	13-14
141	Tottenham Road – London Bridge Station	4-8	6-10	8-12
	London Bridge Station - Tottenham Road	4-8	7-11	9-13
221	Edgware Bus Station - Turnpike Lane Station	6-10	10-14	10-14
	Turnpike Lane Station - Edgware Bus Station	6-10	7-9	11-13
232	Mitchell Way - Turnpike Lane Station	9-13	15-20	30
	Turnpike Lane Station - Mitchell Way	10-14	11-14	20
329	Little Park Gardens - Turnpike Lane Station	6-10	6-10	7-10
	Turnpike Lane Station - Little Park Gardens	6-10	6-10	7-10
High Road (South) – Lordship Lane (Stop G)				
29	Lordship Lane – Trafalgar Square/Charring Cross Stn	4-8	5-9	6-10
	Trafalgar Square/Charring Cross Stn – Lordship Lane	4-8	5-9	8-11
67	Lordship Lane – Forest Road	8-12	8-12	11-13
	Forest Road - Lordship Lane	8-12	9-12	10-12
123	Lordship Lane – Hainault Street	7-11	9-12	13-15
	Hainault Street - Lordship Lane	7-11	8-11	15-17
230	Fyfield Road – Wood Green Station	14	15-16	16-22
	Wood Green Station - Fyfield Road	15	13-14	20-25
Station Road - The Broadway (stop A)				
184	Turnpike Lane Station – Chesterfield Road	8-12	9-12	10-15

	Chesterfield Road - Turnpike Lane Station	8-11	9-12	11-14
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Table 4-4 PM Stop Frequency

Service	Route	Freq. (mins)		
		Weekday	Saturday	Sunday
High Road (North) – Wood Green Station (Stop G)				
121	Enfield Island Village – Turnpike Lane Station	8-11	8-11	
	Turnpike Lane Station – Enfield Island Village	7-11	8-11	15
141	Tottenham Road – London Bridge Station	4-8	6-10	8-12
	London Bridge Station - Tottenham Road	4-8	6-10	9-13
221	Edgware Bus Station - Turnpike Lane Station	6-10	7-10	10-14
	Turnpike Lane Station - Edgware Bus Station	6-10	7-9	11-13
232	Mitchell Way - Turnpike Lane Station	10-14	10-14	20
	Turnpike Lane Station - Mitchell Way	10-14	11-14	20
329	Little Park Gardens - Turnpike Lane Station	6-10	6-10	7-10
	Turnpike Lane Station - Little Park Gardens	6-10	6-10	7-10
High Road (South) – Lordship Lane (Stop G)				
29	Lordship Lane – Trafalgar Square/Charring Cross Stn	4-8	5-9	6-10
	Trafalgar Square/Charring Cross Stn – Lordship Lane	4-8	5-9	5-9
67	Lordship Lane – Forest Road	8-12	8-12	11-13
	Forest Road - Lordship Lane	8-12	9-12	10-12
123	Lordship Lane – Hainault Street	7-11	9-12	15
	Hainault Street - Lordship Lane	7-11	8-11	14-15
230	Fyfield Road – Wood Green Station	15	15	15
	Wood Green Station - Fyfield Road	15	15	15
Station Road - The Broadway (stop A)				
184	Turnpike Lane Station – Chesterfield Road	8-12	9-12	11-12
	Chesterfield Road - Turnpike Lane Station	8-12	9-12	11-14

Accessibility By Rail

- 4.5.11 The application site is located approximately 950-metres walking distance from Alexandra Palace Rail Station and as such is well below the maximum walking distance from the site. The Alexandra Palace station is well served with frequent services to Moorgate, Stevenage, Cambridge and London Kings Cross.

Accessibility By London Underground

- 4.5.12 The site is located 200-metres to the east of Wood Green Underground Station with services running approximately every 5-minutes.
- 4.5.13 Wood Green is on the Piccadilly Line, with services northbound towards Cockfosters, via Arnos Grove and southbound towards Kings Cross and Piccadilly Circus which provides onward connectivity to the nationwide destination by rail.

4.6 Section Conclusion

- 4.6.1 Future residents will have the opportunity to walk, cycle or use public transport facilities to travel to and from the site for education, employment, leisure and health facilities located around the site and across greater London and beyond.
- 4.6.2 The evidence set out within this section of the report confirms that future residents are afforded the opportunity to use non-car modes of travel as genuine alternatives. In this way, the proposals accord with the principals of sustainable development as they relate to transport.

5 COMMERCIAL AND RESIDENT PARKING CONTROLS

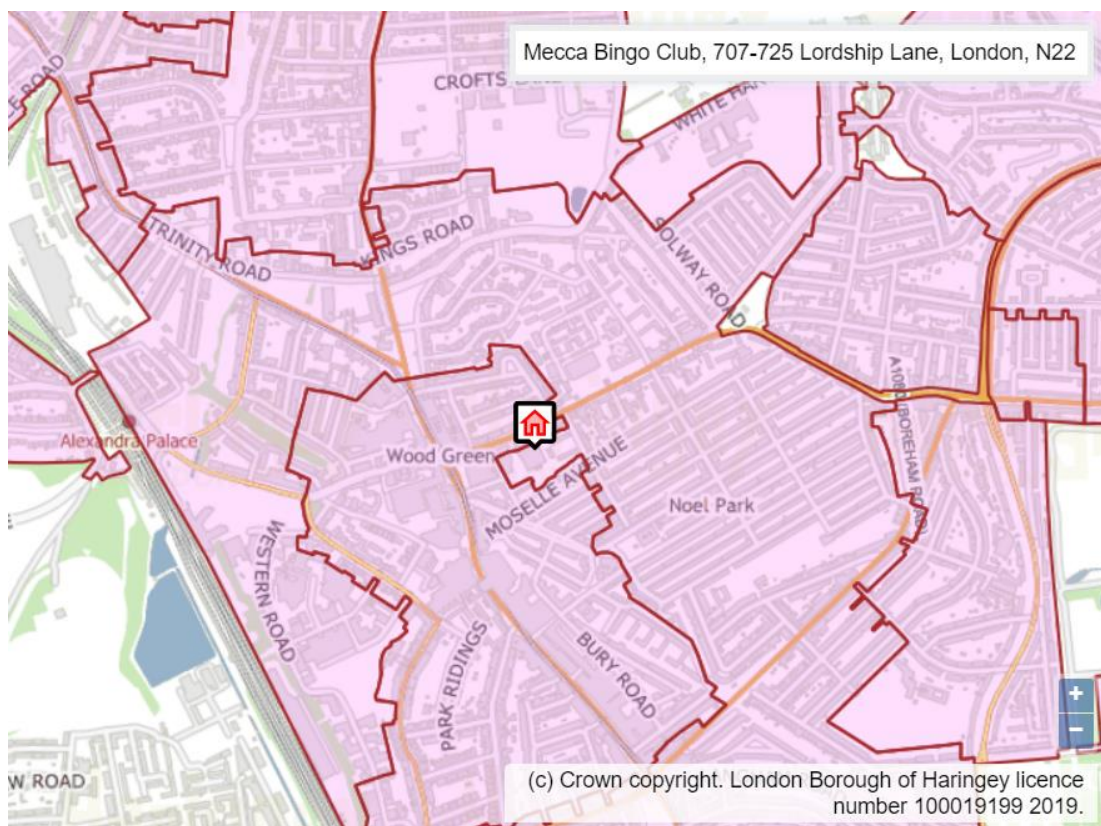
5.1 Introduction

- 5.1.1 This section of the report outlines the various local parking constraints which prevent future residents and commercial users of the site from owning or keeping a car nearby during their tenancy.

5.2 Parking Restrictions

- 5.2.1 All surrounding streets fall under Controlled Parking Zones, as shown in the figure below.

Figure 5-1 Haringey CPZs



- 5.2.2 To prevent students & residents bringing a car to the development the following measures will be implemented:

1. When the building is registered with the Council and Royal Mail, the Applicant will request that no parking permits be granted using the postcodes registered for the building.
 2. A "no car" clause will be included in the licence agreement for every resident stipulating that they will not keep a car within two miles of the building. The only exception to this rule would be for disabled parking provisions.
- 5.2.3 There are therefore no risk of future residents or staff adding pressure onto parking demand of the Site's surroundings, and all residents will rely on Active Travel and Public Transport modes.

6 BASELINE TRAVEL BEHAVIOUR

6.1 Introduction

- 6.1.1 In order to determine a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car. However, in order to identify relevant initiatives, detailed and regular surveys of travel behaviour will be required.
- 6.1.2 In this context, this Section of the Plan will be updated with the results of the baseline travel survey that will be undertaken following initial occupation of the development, and the sub-headings are set out in readiness to receive the data. In advance of undertaking this survey, however, the parameters for conducting and evaluating the study are set out.

6.2 Forecast Baseline

- 6.2.1 It is difficult to provide comprehensive data relating to the baseline travel patterns of the development in advance of any surveys being undertaken. However, the trip generation analysis included at Section 5 of the submitted Transport Statement suggests that the development will be associated with the following number and profile of trips.

Table 6-1 Proposed Trip Generation

Time Segment	Students								
	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	3	0	3	8	0	8	11	0	11
08:00-09:00	2	1	2	30	1	28	32	2	29
09:00-10:00	3	0	6	24	1	28	27	1	34
10:00-11:00	6	0	9	26	1	28	32	1	36
11:00-12:00	8	1	11	21	2	18	29	3	28
12:00-13:00	14	1	10	22	1	16	36	1	26
13:00-14:00	18	1	14	28	1	18	46	1	32
14:00-15:00	13	1	12	21	1	16	34	2	28
15:00-16:00	24	1	14	15	1	10	39	2	24
16:00-17:00	23	1	17	13	0	7	36	1	25
17:00-18:00	24	1	21	17	1	9	40	2	30
18:00-19:00	25	2	19	14	1	8	39	3	27
19:00-20:00	25	1	19	11	0	6	37	1	25
20:00-21:00	36	1	30	12	1	6	48	1	36
Total	224	11	187	261	10	206	486	21	393
Time Segment	Residents								
	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	2	0	1	5	1	15	8	1	17
08:00-09:00	3	0	3	12	2	23	16	2	27
09:00-10:00	4	0	3	9	0	11	12	1	14
10:00-11:00	5	0	3	5	1	7	10	1	10
11:00-12:00	7	0	3	5	0	6	13	0	9
12:00-13:00	5	0	4	5	1	4	11	1	8

13:00-14:00	6	1	5	7	0	5	13	1	10
14:00-15:00	6	0	4	6	0	4	12	1	8
15:00-16:00	9	0	5	7	0	5	16	1	10
16:00-17:00	10	1	8	7	0	4	16	1	13
17:00-18:00	10	1	12	7	0	5	17	1	17
18:00-19:00	9	1	19	8	0	6	17	1	25
19:00-20:00	11	1	13	7	0	5	18	1	18
20:00-21:00	8	1	9	6	0	3	14	1	12
Total	98	6	95	96	7	103	193	13	198
Commercial									
Time Segment	Arrivals			Departures			Two-Way		
	Walk	Cycle	PT	Walk	Cycle	PT	Walk	Cycle	PT
07:00-08:00	56	0	37	47	0	0	102	0	37
08:00-09:00	29	2	11	14	0	9	43	2	21
09:00-10:00	47	2	19	34	0	2	82	2	21
10:00-11:00	95	0	30	86	2	21	180	2	52
11:00-12:00	46	0	30	55	2	23	102	2	53
12:00-13:00	61	2	14	63	0	13	124	2	28
13:00-14:00	42	0	23	43	2	18	85	2	41
14:00-15:00	44	0	11	54	0	11	99	0	22
15:00-16:00	44	0	13	58	0	15	102	0	27
16:00-17:00	14	0	6	31	0	24	45	0	29
17:00-18:00	13	0	3	14	0	17	27	0	21
18:00-19:00	0	0	0	31	0	16	31	0	16
19:00-20:00	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0
Total	491	6	197	530	6	170	1021	12	367

- 6.2.2 As shown above, the vast majority of trips associated with the proposals are expected to be walking trips, reflecting the town centre location and the site's proximity to surrounding amenities and services. In view of the above, it has been established that the proposed development would generate a maximum total of 1700 pedestrian trips per day.

6.3 Conducting the Travel Survey

- 6.3.1 In order to inform the measures and initiatives of the Plan, a questionnaire survey shall be conducted to elicit key travel information from the residents and staff.
- 6.3.2 Residents and staff will be made aware of the availability of hardcopy surveys on a flyer which shall be included within the Welcome Pack and thereafter, posted to each property.
- 6.3.3 The survey will be allowed to run for a total of three weeks, with reminder notices issued at the end of the first and second weeks, as well as two days prior to the end of the survey period.
- 6.3.4 The overall strategy of questioning, delivery and incentives shall be reviewed in consultation with the Local Planning Authority and their travel plan representative annually, prior to undertaking the study.
- 6.3.5 The success of each study will also be discussed with the Local Authority's Travel Plan officer.

7 TRAVEL PLAN OBJECTIVES

7.1 Introduction

- 7.1.1 A Travel Plan is a long-term management tool that articulates a coordinate strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

7.2 Objectives of the Plan

- 7.2.1 The Travel Plan will be prepared to illustrate the approach that would be adopted during after the implementation of a planning permission granted for the proposed redevelopment of Lordship Lane, London.
- 7.2.2 The purpose of the plan will be to set out a long-term strategy for reducing the resident's dependence on single occupancy car travel and the Plan Objective will be to *reduce private car use in favour of more sustainable modes of travel*, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

I. Awareness of Travel Choice

- a. Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individuals;
- b. Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and
- c. Raise awareness of alternative travel options for all residents, staff and visitors.

II. Effective use of Resources

- a. Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;
- b. Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents, staff and visitors;
- c. Contribute to improvements in air quality through the reduction of carbon emissions;
- d. Reduce the number of vehicles requiring a parking space within the site; and
- e. Reduce any on-street car parking demand by visitors.

8 TRAVEL PLAN TARGETS

8.1 Introduction

- 8.1.1 This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.
- 8.1.2 They relate to the objectives of the Plan and interim targets will be identified following the completion of the first travel survey to ensure that the success of the Plan can be tracked throughout the Plan Period. This will also allow for appropriate interventions to be taken in a timely manner, if necessary.

8.2 Realistic Opportunities for a Modal Switch

- 8.2.1 As the proposed development is proposed as zero car, the opportunities for a modal switch will focus on encouraging more walking and cycling trips as the primary mode of transport and the use of public transport for travelling home rather than using a car.
- 8.2.2 The highly accessible and high-street location of the development means future residents of the site will be able to access a wide range of amenities and services within walking and cycling distances.
- 8.2.3 Based on the above, it is reasonable to assume that the majority of daily trips can be undertaken via walking or cycling.
- 8.2.4 The travel plan will also encourage future students of the development to use public transport to travel home outside of term time to reduce the vehicular trips to and from the development for students travelling home.

9 TRAVEL PLAN MANAGEMENT

9.1 Travel Coordinator

- 9.1.1 A Travel Plan Coordinator (TPC) shall be appointed to implement and administer the Plan. The appointed TPC will seek to coordinate all efforts with the appointed TPC(s) for any nearby Travel Plans and in doing so commence a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken, which would increase the opportunity to secure the targeted mode shares of the respective developments.
- 9.1.2 The appointed TPC shall be responsible for: -
1. Administration of the scheme, including associated budgets;
 2. Consultation and promotion of the scheme;
 3. Implementation of the scheme measures;
 4. Ongoing monitoring of the scheme; and
 5. Undertaking review of the scheme.

9.2 Consultation & Engagement

- 9.2.1 The success of the Plan will rely upon the support of the residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.
- 9.2.2 The TPC will have the responsibility of undertaking all liaisons with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport. The TPC shall also liaise closely with public transport operators, particularly at the outset of the proposed development.

9.3 Promotion

- 9.3.1 All residents will be made aware of the Plan within marketing material, to be published during the sale of dwellings. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained therein.
- 9.3.2 Promotional material (Travel Plan Welcome Pack & Travel Plan Leaflet) will be issued to each resident upon their first occupation of their dwelling.
- 9.3.3 The contact details of the TPC shall be incorporated within the Travel Plan Marketing Material and the Travel Plan document itself.

- 9.3.4 Promotional material and contact details will also be made available within communal areas of the development.

9.4 Updating

- 9.4.1 The Plan will be a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan Period, which is from first occupation to the three years post completion. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges.
- 9.4.2 The on-going monitoring programme and, in particular, the review (to be undertaken every second year), will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan.

10 TRAVEL PLAN MEASURES

10.1 Introduction

- 10.1.1 This section of the Plan outlines the specific physical and management measures that will be undertaken to manage travel behaviour in line with the aspirations of the Plan, as identified earlier.
- 10.1.2 Implementation of the listed measures, which include initiatives designed to increase awareness of the various travel opportunities, as well as the provision of specified infrastructure, will be at the core of the Plan. Measures are grouped under various headings, relevant to each mode of travel.

10.2 Collaborative Working

- 10.2.1 Partnership working will be extremely beneficial when implementation and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.
- 10.2.2 In particular, the TPC shall maintain close contact with public transport operators, and other TPC's working in respect of any nearby developments.

10.3 Travel Plan Brochure & Leaflet

- 10.3.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is considered a particularly dispassionate document, unlikely to garner interest and a much needed 'buy-in' amongst residents. In view of this, sister documents will be prepared with the purpose of presenting the salient elements of the plan to present them in such a way that will draw the interest and encourage participation. These documents will be as follows: -
 - 1. **Travel Plan Welcome Pack** (*for distribution amongst residents & staff*) – a publication designed to engage with residents and staff, and to promote the use of non-car travel options through a range of key initiatives.

2. **Travel Plan Leaflet** (*for distribution amongst residents & staff*) – a pocket sized document, providing a convenient 'aide memoir' of key travel opportunities.

10.3.2 These documents will be updated bi-annually to ensure that they contain the most up-to-date information and reflect any change in strategy that may be identified following analysis of the annual travel survey, see Section 10.

10.3.3 Additional copies will be available upon request to the TPC.

10.4 Walking Initiatives

10.4.1 Invariably, walking will comprise an important mode of travel for the majority of trips, whether as the main mode of travel or as a secondary walk trip that may be required as part of a longer journey by public transport.

10.4.2 To encourage journeys to be undertaken by foot, the key aspiration will be to ensure that residents have a knowledge of the opportunities, that will be available to travel to key local facilities that are within a suitable walk distance of the site.

10.4.3 In order to facilitate walk trips, the following shall be undertaken: -

- a) Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest bus stops, shops, schools, and health facilities shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
- b) The TPC shall liaise with the Council's representatives to ensure that pedestrian routes are properly maintained;
- c) The TPC shall also consult with relevant retailers to seek bespoke discounts on all-weather clothing, including water-proof jackets and umbrellas; and
- d) A notice board containing details of the TPC and latest travel information shall be located in communal areas of the development.

10.5 Cycling Initiatives

10.5.1 Under the terms of the Plan, the Travel Plan Coordinator shall also ensure the following:

- a) Plans illustrating the local cycle infrastructure and its connectivity to nearby destinations shall be provided within the Travel Plan Welcome Pack and Travel Plan Leaflets. These shall be provided to residents upon their occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
- b) The TPC shall liaise with the Council's representatives to ensure that cycle routes and cycle parking facilities are properly maintained;

- c) The TPC shall consult with relevant retailers to seek bespoke discounts on all-weather clothing, including shoes and rucksacks. Similar discounts shall be sought in respect of cycle safety (lights and high visibility items) and security (D-lock, security tagging etc);
- d) The TPC shall work with the Local Authority / Police force to provide residents with cycle training; and
- e) The TPC shall monitor the use of cycle parking facilities provided within the site and assess opportunities to install additional facilities where demand warrants.

10.6 Public Transport Initiatives

10.6.1 Journeys by bus / rail will form important parts of travel opportunities to the site. In order to promote the use of bus / rail to residents, staff and visitors, the following shall be undertaken:

- a) The Travel Plan Coordinator shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus and rail interchanges are properly maintained;
- b) Plans showing safe walk routes between the site and relevant bus and rail interchanges, as well as up-to-date timetable information, shall be provided within the Travel Plan Brochure and Travel Plan Leaflet, which shall be provided to residents upon occupation; and
- c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.

10.7 Car-sharing

10.7.1 The Applicant will contribute to the local car-share club, currently Zipcar, in order to allow residents to access nearby shared cars, relieving the need for individual vehicle ownership.

10.8 Community Website

10.8.1 To ensure residents have continual access to up-to-date travel information, a community website shall be created prior to first occupation of the site. The primary objective of the website shall be to instil a sense of living and being part of a sustainable and active community.

10.8.2 The website shall show the site in the context of wider amenities and shall cater for the needs of residents. The website shall include the following type of information: -

- a) The sustainable travel opportunities and non-car travel credentials of the site, such as location of bicycle parking etc;
- b) Maps identifying the nearest local amenities, including shops, schools,

healthcare;

- c) Cycle maps;
- d) Details of bus timetables & bus maps;
- e) Links to transport operators;
- f) Links to company and regional car share databases;
- g) Upcoming travel events;
- h) Information on upcoming competitions and previous competition winners / prizes;
- i) Local bicycle retailers and maintenance services; and
- j) Feedback and contact page.

11 MONITORING & REVIEW

11.1 Introduction

- 11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated. Monitoring and review will be the responsibility of the appointed TPC. The initial programme for monitoring and review will be as follows.
- 11.1.2 The major objective of the Plan, as stated previously, is to affect a reduction in the use of single occupancy car trips by residents: an objective that is naturally aided by the sustainability credentials of the site.

11.2 Programme & Monitoring

- 11.2.1 Monitoring will be undertaken informally outside of the stated formal Plan Review process. Its purpose is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting. On this basis, the measures outlined below have been designed within the intention that they can be undertaken quickly and effectively.
- 11.2.2 Information acquired through the informal monitoring process would be recorded for input into the review process to be undertaken every second year. It will be made available to the Council's travel plan representative upon request.
- 11.2.3 During the formal review process, the TPC will formally monitor the travel behaviour of residents using an on-line travel questionnaire designed in line with local and national best practice. A hard copy shall also be posted to each dwelling, with further copies being made available upon request to the TPC.

11.3 Programme of Review

- 11.3.1 The objective of the review will be to measure the success of the Plan against the specified targets and to identify if further refinement of the initiatives is required.
- 11.3.2 A primary element of the review process will be to re-issue a travel questionnaire. This will afford an opportunity to evaluate current travel patterns and consider overall awareness amongst residents, staff and visitors.
- 11.3.3 The results of the formal review will be collated by the TPC and a Travel Plan Review report shall be prepared and issued to the Council's travel plan representative after each review (identified above).
- 11.3.4 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan.

12 ACTION PLAN

12.1 Introduction

- 12.1.1 This section sets out short, medium, and long-term actions associated with the Plan. The individual actions shall be expanded following completion of the baseline travel study.

12.2 Short-Term Actions

1. Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.
2. Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel plan representative for approval. This process to be completed by Month 2 following first occupation.
3. Roll out travel survey and manage the process in line with that identified under Section 7.0 of this Plan.

12.3 Medium-Term Actions

1. Analyse the results of the baseline travel survey and identify suitable mode share targets at two-year intervals.
2. Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.
3. Update the travel plan documents to reflect the results of the baseline travel survey.
4. Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

12.4 Long-Term Actions

1. Update Travel Plan Welcome Packs and Leaflets annually during the course of construction, in response to travel survey results.
2. Issue updated Plan documents to resident and the Local Authority within 3 months of completing each travel survey.

13 TRAVEL PLAN FUNDING

- 13.1.1 Funding the Travel Plan initiatives will form part of the normal development budget of the proposal.
- 13.1.2 The costs of the Travel Plan would be identified and agreed at the time of preparing the Final Travel Plan. It is envisaged that the Travel Plan would be secured by way of a planning condition or Section 106 Agreement where appropriate.