

CAPITAL CITY COLLEGE GROUP

TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY

TRAVEL PLAN

FINAL

REPORT REF.

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	For planning	FM	FM <i>FM</i>	SAF <i>SAF</i>	09/02/24

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1. INTRODUCTION

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Capital City College Group to prepare a Travel Plan to support the proposed redevelopment at their Tottenham Centre in London (hereafter known as 'the site'). The development scheme seeks planning permission to provide a new education building for the study of engineering which is to be located on the site of an existing building to be demolished.
- 1.2. The London Borough of Haringey (LBH) is the planning authority and determining authority on educational needs. LBH is also the local highway authority responsible for roads in the surrounding area, whilst Transport for London (TfL) is responsible for the strategic highway network, including the A10.
- 1.3. This Travel Plan has been prepared in accordance with the latest government advice and current best practices, with the aim of promoting the use of sustainable and active modes of travel for journeys to / from the site. It is primarily aimed at students and staff but may also have a positive effect on the travel choices of visitors to the site.

Scope of Report

- 1.4. This Travel Plan has been produced to set out a range of measures and incentives to facilitate and encourage all users of the site to utilise sustainable modes of travel wherever possible. It also identifies associated procedures for implementation and monitoring, along with suitable targets, to ensure the overriding objectives of reducing single occupancy car travel and increasing uptake of sustainable modes (in particular active modes) are achieved.
- 1.5. It is intended that the Travel Plan will be a living document to be amended and revised as necessary by the College's Travel Plan Coordinator (TPC) to ensure that it remains up to date and relevant throughout its lifespan. This will be developed through consultation with the local authority, LBH.

Purpose of a Travel Plan

- 1.6. A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as: *a long-term*

management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.

- 1.7. This Travel Plan aims to positively influence the travel patterns and behaviours of current and future students and staff through the encouragement of greater use of active travel, public transport and other sustainable modes of travel to minimise the numbers of cars accessing the college.
- 1.8. The benefits from a Travel Plan can be loosely categorised under three main headings:
- Health Benefits;
 - Environmental Benefits; and
 - Financial Benefits.

Health Benefits

- 1.9. A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.
- 1.10. Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

- 1.11. Climate change is a global issue that is affecting all nations. The British Government has pledged to play its part by reducing its greenhouse gas emissions to net zero by 2050.
- 1.12. Encouraging students, staff and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact on the local environment and air quality.
- 1.13. An increase in car trips can also contribute to negative local environmental issues such as severance and blight. By encouraging sites to reduce car dependency, the

local highway networks will benefit from a reduction in vehicular movements and local communities will benefit from less traffic and associated pollution.

Financial Benefits

- 1.14. There are financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and for wider society.
- 1.15. Individuals (specifically older students and staff) can benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel.
- 1.16. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), minimising the capital and on-going cost of car ownership.
- 1.17. An effective Travel Plan can help encourage students, staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Report Structure

- 1.18. Following this introduction, the remainder of this report is structured as follows:
- **Section 2.0** describes the existing conditions in terms of the site's accessibility on foot, by cycle and public transport, including an analysis of PTAL;
 - **Section 3.0** provides details of the Travel Plan aims and objectives;
 - **Section 4.0** provides details of the surveys to be undertaken;
 - **Section 5.0** provides details of the Travel Plan targets;
 - **Section 6.0** outlines proposed measures and initiatives to encourage use of alternative modes of travel to the private car;
 - **Section 7.0** outlines the proposed management to encourage use of alternative modes of travel to the private car;

- **Section 8.0** outlines the proposed Travel Plan monitoring and review process; and
- **Section 9.0** provides an Action Plan.

2. EXISTING CONDITIONS

Site Location & Local Context

- 2.1. The application site is located within The College of Haringey, Enfield and North East London (CONEL) Tottenham Centre which itself is situated on the western side of High Road (A10) to the south of Tottenham in the London Borough of Haringey.
- 2.2. The site location in the context of the local area is shown at **Figure 2.1**, with the site shown as a red dot.

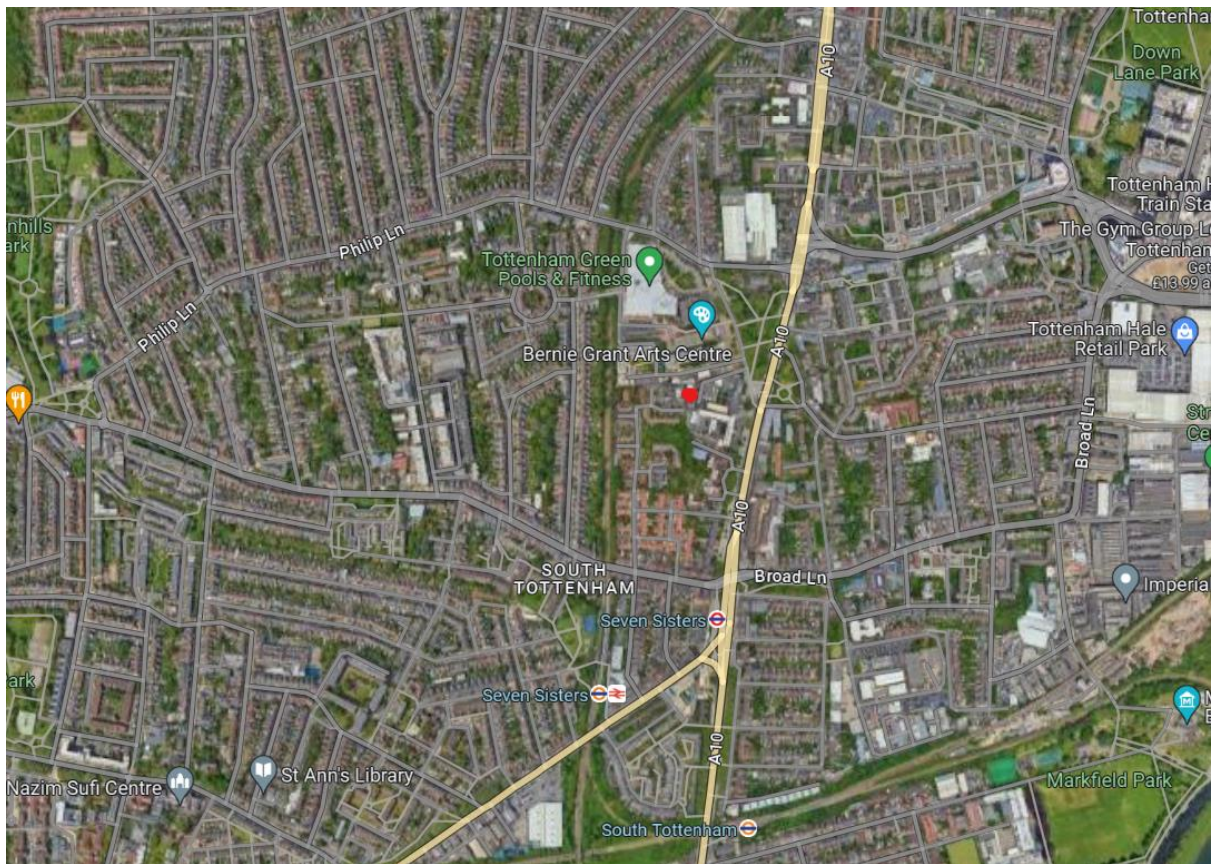


Figure 2.1: Site Location (Source: Google Earth)

- 2.3. The existing site plan of the college is shown below in **Figure 2.2** with the building to be demolished shown with a purple dot (full plan included in **Appendix A**). The red line boundary denotes the ownership of the wider college.

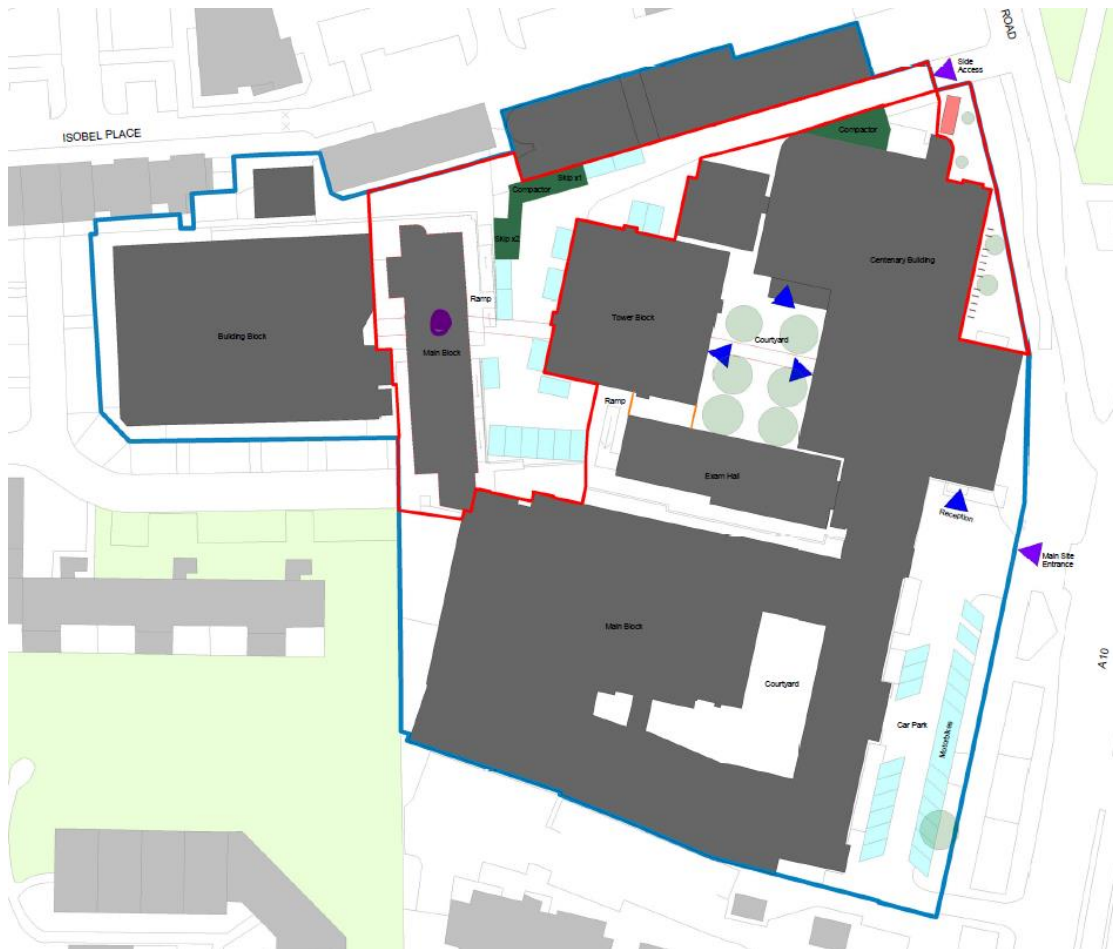


**Figure 2.2: Existing Site Plan of College (Source: Atkins Plan 5219901-
ATK-01-00-D-A-021001)**

- 2.4. The college site lies within a mixed use area of residential, employment and retail land uses in close proximity to Seven Sisters underground station. It is bounded by residential development to the south and southwest; Isobel Place to the north which serves residential and office space; and Town Hall Approach and High Road (A10) adjacent to the eastern boundary.
- 2.5. The campus currently has 200 full time equivalent staff members and 2,348 full time equivalent students.

The Site

- 2.6. The building to be demolished is of poor quality and is deemed no longer fit for purpose. It is currently used as a gym/lecture theatre and has a floor area of 1,030m².

- 2.7. For wider context, the “Building Block” located to the west of the gym/lecture theatre as identified above in Figure 2.2 is an existing construction workshop and teaching block of 3,587m². It is in poor condition and no longer fit for purpose. The proposed new building is to replace this facility. The “Building Block” is to be demolished at a later date (as part of a separate planning application) and the land potentially released as a residential building plot. Students will continue to learn in the “Building Block” until such time as the new construction building is constructed and operational.
- 2.8. Vehicular access and egress is available from Town Hall Approach via a simple priority junction. It is gated and used for servicing the college and provide access to 17 No. car parking spaces marked for staff use. Separate access and egress points are provided from High Road (A10) in the form of vehicular crossovers. They serve a car park with 20 No. spaces fronting the college.
- 2.9. Cycle parking in the form of Sheffield stands located within secure shelters are provided at the frontage of the college for 10 bikes and adjacent to the servicing access for 16 bikes, as indicated by the orange dots in the plan below. In addition, there are 12 uncovered Sheffield stands (providing 24 spaces) located on land owned by the college shown by the yellow dot below following the edge of the building. As part of the proposed scheme, an additional 20 cycle parking spaces are provided. This includes upgrading the existing covered shelter (next to the service access) to a double stacked modular system for 20 cycle parking spaces and 2 No. Sheffield stands adjacent to it. A further 6 No. Sheffield stands are to be located next to the existing row in front of the college.



**Figure 2.3: Existing Site Plan of College (Source: Atkins Plan 5219901-
ATK-01-00-D-A-021001)**

Local Highway Network

2.10. Town Hall Approach Road is a single, two way carriageway road which serves a number of buildings including the Tottenham Green Centre, Ambitious College, Bernie Grant Arts Centre along with Isobel Place and CONEL. At the southern end of Town Hall Approach Road (south of the CONEL access) is a one way bus and cycle only lane running southbound to connect with High Road (A10) as a traffic signalised junction with banned left turn out.

2.11. Town Hall Approach Road is part of the public realm with Tottenham Green on the eastern side and wide open hard landscaped space fronting a number of the buildings. There are waiting restrictions in the form of double yellow lines along Town

Hall Approach Road and only three access roads leading off it into the Tottenham Green Centre, Isobel Place and CONEL.

2.12. High Road (A10) is a dual carriageway road, formed of two running lanes and subject to a 20mph speed limit. It forms part of the red route network in London with no stopping at any time except in specific locations for loading or disabled badge holders. The carriageway is a strategic road in the local network that provides a north/south route through Tottenham leading to the M25 to the north and towards London Bridge to the south.

2.13. High Road (A10) has two, good quality footways that are well maintained on both sides of the carriageway. It is a bus route with multiple services available and has a bus lane running northbound.

2.14. The streets surrounding the college are part of a controlled parking zone with restrictions in place Monday – Friday. A plan showing the controlled parking zone and details of the restrictions within a 500m catchment is shown in **Appendix B**.

Walking

2.15. Significant pedestrian infrastructure already exists in the surrounding area.

2.16. All local roads in the vicinity of the have two good quality footways with street lighting, providing an excellent environment for pedestrians. Formal pedestrian crossing points are provided over High Road (A10) within the vicinity of the college and at junctions along the route. They have dropped kerbs and tactile paving, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines. These facilities provide a safe environment for pedestrians and connect the site well to surrounding public transport infrastructure and local facilities.

Cycling

2.17. Route CS1 runs adjacent to the college along the carriageway of Town Hall Approach Road, and along High Road (A10) in the form of off road facilities. The route runs north/south between Dalston and Waltham Cross. It connects with other routes to the north and south enabling cyclists to travel to the college from the surrounding area (see Figure 2.4).

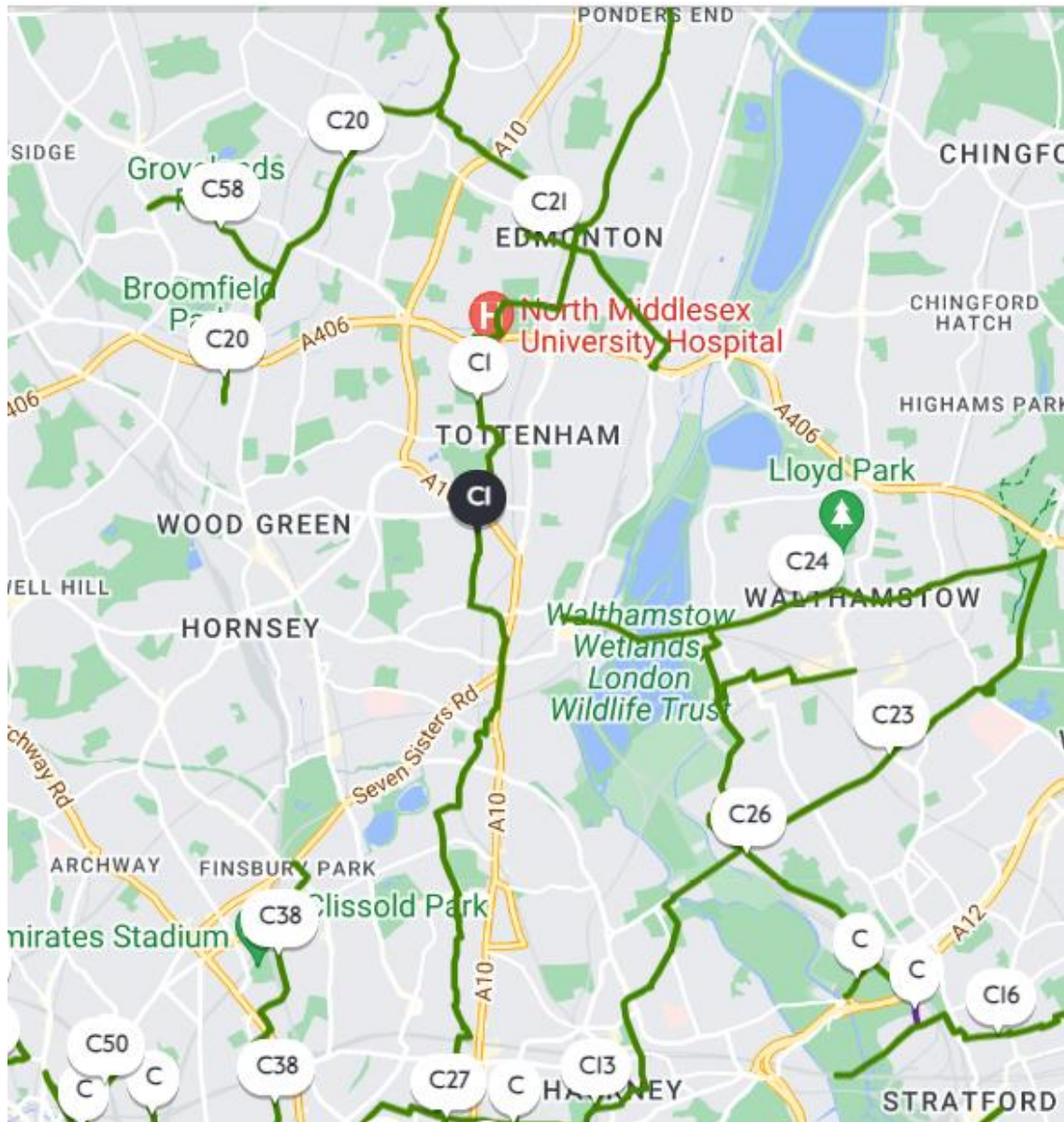


Figure 2.4: Cycle Routes (Source: www.tfl.gov.uk/maps)

- 2.18. The TfL WebCAT system incorporates a Time information Mapping (TIM) function to demonstrate the accessibility of a site to the wider area by outlining travel contours for travel by cycle or public transport.
- 2.19. The TIM output for cycle journeys has been considered showing travel time contours for journeys to the site during the weekday AM peak period and confirm the site is within a short cycling time of a significant area.
- 2.20. The site is therefore very well connected to local and wider residential destinations as demonstrated within **Figure 2.5**.

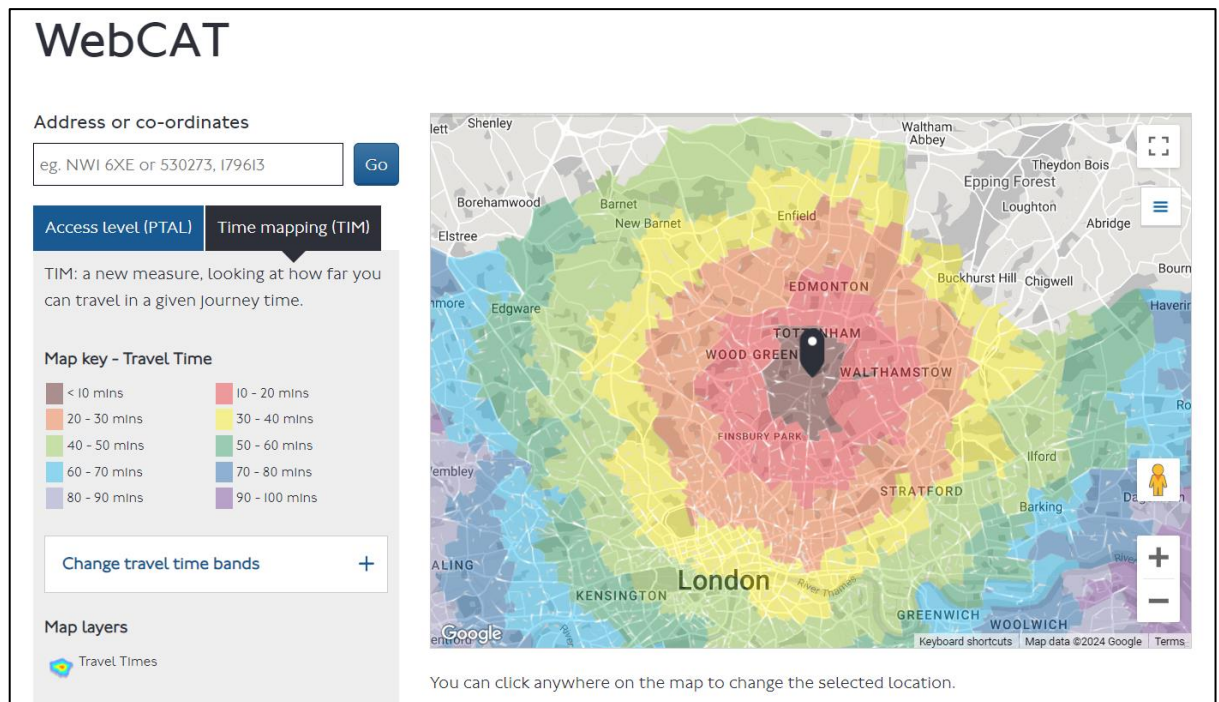


Figure 2.5: TIM Output – Cycling Contours (Source: TfL WebCAT Output)

Public Transport

2.21. The site is located within an area of one of the highest Public Transport Accessibility Level (PTAL) rating scores of 6a and on the border of 6b meaning it has excellent accessibility to public transport.

Buses

2.22. TfL's recommended maximum walking distance to local bus stops is 640 metres (based on the PTAL methodology), or an approximate 8 minutes' walk based on an 80 metres per minute walk speed.

2.23. The closest bus stops (named College of North East London (Stop G and J) are located to the south of the college site on High Road (A10), within a 120m (2 minute) walk of the site to the southbound stop and 220m (3 minute) walk of the northbound stop.

2.24. Eight services are available which operate at a high frequency throughout the week. The routes, description and frequencies of the bus services are summarised in **Table 2.2** below:

Table 2.2: Bus Service Frequencies

Service and Route		Typical Frequency
		Weekdays
76	Waterloo – Tottenham Hale	Every 10-14 minutes (0700-0800) and every 7-11 minutes throughout the day
149	London Bridge - Edmonton	Every 4-7 minutes (0600-0800) and every 6-10 minutes throughout the day
243	Waterloo – Wood Green	Every 5-7 minutes (0600-0700) and every 6-10 minutes throughout the day
259	Kings Cross Road – Edmonton Green Bus Station	Every 9-13 minutes (0600-0700) and every 8-12 minutes throughout the day
279	Waltham Cross Bus Station – Manor House Station	Every 7-10 minutes (0700-0800) and every 4-8 minutes throughout the day
318	North Middlesex Hospital – Rookwood Road	5 services between 0700-0800 and every 11-13 minutes throughout the day
349	Glyn Road – Rookwood Road	Every 9-13 minutes throughout the day
476	Northumberland Park – Kings Cross Station	Every 7-11 minutes (0600-0700) and every 8-12 minutes throughout the day

Rail

2.25. The closest national rail station is Tottenham Hale, located approximately 1.1km to the east of the site, around a 15-minute walk or 6 minute cycle away. The station is managed by Greater Anglia and runs between London, Stansted Airport and Cambridge. Local stops include Northumberland Park, Meridian Water, Ponders End, Brimsdwon, Enfleid Lock, Waltham Cross, Chesthunt, Broxbourne, Rye House, St Margarets, Ware and Herford East. The Victoria underground line is also accessible from this station.

2.26. The station provides frequent services with 9 trains between 0800-0900 and 6-7 trains every hour throughout the day and so the site is well located for staff and students travelling in the local region.

Underground/Overground

2.27. The nearest station is Seven Sisters which provides access to the Victoria Underground and London Overground lines. It is around 650m (9 minute walk) from the college.

Summary

- 2.28. It is clear from the above that the site is located within walking and cycling distance of frequent public transport services with multiple bus routes available. This is reflected in the high PTAL rating of 6a/6b for the site and adjacent area.
- 2.29. There is a key cycle route which runs adjacent to the college and wide footways on both sides of the carriageway linking to the surrounding area. Therefore, active travel infrastructure is available to encourage these modes.
- 2.30. Given its location within close proximity of bus stops and rail services, the site is ideally located to take advantage of sustainable travel opportunities.

3. AIMS AND OBJECTIVES

Aim

3.1. The primary aim of this Travel Plan is to:

'minimise single occupancy car trips associated with the college, by promoting and encouraging the use of more sustainable alternatives – in particular active travel where possible.'

Objectives

3.2. Objectives are the high-level aims of the Travel Plan, giving it direction and providing a focus. The primary objectives are to:

- Minimise the number of car trips made to / from the college by students, staff and visitors;
- Increase awareness amongst students and staff about the health, environment and safety benefits of walking and other forms of active and sustainable travel;
- Increase the number of students benefiting from sustainable travel and road safety education;
- Ensure the site is accessible to all and respect the needs of vulnerable groups;
- Highlight college travel and transport issues / problems and propose practical initiatives to make journeys feel safer and more enjoyable for everyone;
- Encourage more walking and cycling to improve student's health and fitness;
- Provide opportunities for consultation with students;
- Encourage a responsible attitude in all members of the college community, towards the safety of themselves and others on the college journey;
- Make staff aware of all the travel modes available to them; and

- Implement effective travel targets which are SMART (Specific, Measurable, Achievable, Realistic and Timely).

4. TRAVEL SURVEYS

- 4.1. Establishing baseline travel patterns is necessary to enable the progress of the Travel Plan to be measured.
- 4.2. Both student and staff travel questionnaire surveys will be undertaken to determine where staff/students travel from/to, their current travel modes to / from the college campus and what measures would encourage staff to travel by non-car modes.
- 4.3. Once the surveys are completed, the Travel Plan will be reviewed and updated to ensure that suitable and targeted measures are implemented.
- 4.4. Further monitoring surveys will subsequently be undertaken on the first, third and fifth years following initial creation of the Travel Plan.
- 4.5. It is anticipated that LBH will engage with the college and the appointed TPC so that all stakeholders have buy-in from an early stage and can influence the process.

5. TRAVEL PLAN TARGETS

5.1. The success of the Travel Plan will be measured against the number of staff making single occupancy vehicular trips, and the level of modal-shift from single vehicular use to sustainable modes such as walking, cycling, scooting, car sharing and public transport. In addition, encouraging both staff and students to travel actively (walk/cycle) to promote healthy objectives will be measured through comparisons of mode share to the baseline position.

5.2. This section sets out the targets for the short and medium term. Further information on monitoring and review of the Travel Plan can be found in **Section 8.0**.

Targets

5.3. In order to achieve measurable outputs from the Travel Plan process, it is important to establish targets from the outset, against which progress can be measured.

5.4. Travel surveys will be undertaken as discussed in the previous chapter prior to occupation of the college building and targets set for each mode.

5.5. Indicative targets have been set as below. The targets for each mode are subject to change based on baseline surveys conducted prior to occupation of the building. This will include further analysis of the staff and student catchment areas to determine the level of likely active travel modes and public transport, as well as an understanding of the measures that would encourage them to switch from car based modes or public transport to active modes.

Table 5.1: Travel Plan Targets (based on 200 FTE staff numbers)

Staff

Objective	Target	Timescale			
		Prior to opening	Year 1	Year 3	Year 5
Reduce single / low car-occupancy trips	Increase journeys to site by walking	Baseline	+3.0%	+4.0%	+4.0%

	Increase journeys to site by cycling / scooting	Baseline	+3.0%	+3.0%	+3.5%
	Increase journeys to site by public transport	Baseline	+2.5%	+2.5%	+2.5%
	Reduce journeys to site by car	Baseline	-8.5%	-9.0%	-10%

Table 5.2: Travel Plan Targets

Students (based on 2,348 FTE student numbers)

Objective	Target	Timescale			
		Prior to opening	Year 1	Year 3	Year 5
Increase active travel trips	Increase journeys to site by walking/cycling/scooting	Baseline	+0.75%	+1.5%	+2.25%
	Reduce journeys to site by public transport	Baseline	-0.75%	-1.5%	-2.25%

5.6. In light of the above, the aims of this Travel Plan for staff are to reduce the level of vehicle trips over a minimum period of three years, with any reduction in single occupancy vehicle trips displacing to more sustainable modes with more focus on active travel modes. The aims for students are to convert public transport trips to active travel modes.

5.7. The targets as set out above are considered to be "SMART":

- **Specific:** A target to reduce the level of vehicle trips identified from the baseline surveys to be met within three years of opening for staff and convert the public transport trips to active travel trips for students.
- **Measurable:** The number of students, staff and visitors using each mode of transport will be measured and monitored using the travel surveys outlined later.

- **Achievable:** It is considered that given the site's location, in close proximity to public transport and the potential for students, staff and visitors to walk and cycle to / from the site, these targets are achievable.
- **Realistic:** It is considered that the targets are realistic given the measures and initiatives contained within this Travel Plan and the potential available to students, staff and visitors to use alternative travel modes.
- **Time-bound:** The targets are to be met within three years of baseline surveys.

6. MEASURES AND INITIATIVES

- 6.1. The measures proposed in this Travel Plan are primarily intended to encourage students, staff and visitors to use non-car modes of transport, and in particular active travel modes. This Travel Plan has therefore identified measures to encourage such active and sustainable modes of travel and achieve the targets set out in this report.
- 6.2. The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness. However, some of these may be subject to change, and additional measures may also be provided that will be of benefit of the scheme at a later date.
- 6.3. **Table 6.1** outlines the measures to be implemented, with each particular measure explained in further detailed overleaf.

Table 6.1: Summary of Travel Plan Measures

Measure	Brief Description
Promoting Walking and Cycling	Market the benefits of active travel by providing regular promotional material including any details of discounts that have been negotiated for bikes and equipment with local cycle outlets. Promote national events to encourage active travel and share cycle route maps of the area. Promote the free Doctor Bike sessions and cycling proficiency training available to all those who live, study or work in Haringey. Promote the Cycle To Work Scheme for staff.
Promoting Public Transport Services	Provision of timetable and route map information at the college. Market the benefits of sustainable travel by providing regular promotional material. Investigate securing public transport discounts for students and staff, and promote if successful.

Measure	Brief Description
Car / Cycle Parking Management	The car and cycle parking utilisation at the campus will be regularly monitored. Should cycle parking capacity be exceeded then additional funding mechanisms should be investigated to introduce more spaces on site.
Car Share	Staff will be encouraged to sign up to www.liftshare.com to car share with others. This will be promoted through marketing material describing the benefits to individuals and the college.

Measures to Promote Walking and Cycling

6.4. The following measures will be put in place to promote walking and cycling: -

- Maintenance of cycle parking facilities and the provision of future-proofed facilities to provide at a later date with the level of uptake monitored;
- Encouraging students and staff to cycle to and from the site by ensuring cycle parking facilities are freely available;
- Advertising the health benefits of walking and cycling through promotional material;
- Distribution of cycling maps / leaflets;
- Promotion of national campaigns; and
- Negotiation of discounts for students and /or staff on purchase of bikes and equipment with local cycle outlets.

Measures to Promote Public Transport Services

6.5. Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:

- No need to park;

- Traffic free routes; and
- Being able to relax, read or work while travelling.

6.6. It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

6.7. The following measures would be put in place to promote public transport usage: -

- Provision of timetable and route map information at the college and on the website; and
- Continuous review and update of bus / train timetable and service information, as appropriate.

Car Sharing

6.8. A car sharing scheme for the site could be promoted as an alternative to single occupancy car trips, particularly for journeys which are too far for walking or cycling, and where public transport is not available.

6.9. Staff will be encouraged to sign up to the Liftshare scheme (www.liftshare.com), which is a website designed to enable people to car share in and around London. This would allow other users to identify opportunities to car share with other people within the area.

6.10. The Travel Plan will promote the following:

- The benefits of car sharing; and
- Details of any local car share initiatives.

Marketing, Promotion and Information

6.11. The primary issue with achieving successful Travel Plan initiatives is raising the awareness of sustainable travel modes, including highlighting the potential personal benefits that can accrue from those initiatives.

6.12. Publicity is a key element of a Travel Plan as it will help meet the objectives. Regular marketing and advertising are the most effective way of ensuring students, staff and

visitors are given information on the sustainable ways to travel to and from the site within the local area.

6.13. It is essential that those working or studying at the site are involved in the implementation and evolution of the Travel Plan.

6.14. The following information will be made available to staff, students and visitors in a variety of media (for example, emails, website, social media, and posters):

- Details of website links for sustainable modes including journey planning
- Localised area maps and leaflets showing cycling routes within the immediate area of the site;
- Benefits of using sustainable modes and active travel;
- Students and staff will be made aware of useful sustainable travel related smartphone apps that they can download (with digital QR barcodes provided if possible). Examples of such apps include 'MyBus' for the iPhone and 'CatchthatBus' for Android phones, both of which provide up-to-date bus information for any particular stop. 'TfL Go' is available for iPhone and Android phones, which provides up-to-date rail and bus information for London. Another useful app is 'CycleStreets' (iPhone and Android), which is a cycle route journey planner and is free to download.
- Details of travel events and incentives – these could include promotion of national events such as:
 - National Walking Month – May;
 - Bike Week – June; and
 - Cycle to Work Day – September

6.15. An annual review of all marketing information will be undertaken and material updated as appropriate.

7. TRAVEL PLAN MANAGEMENT

7.1. This section outlines the roles and responsibilities for the management of the Travel Plan.

Travel Plan Co-ordinator

7.2. To ensure the delivery and management of the Travel Plan, a TPC is nominated to promote and implement the various initiatives, the nominated person will be the Campus Facilities Manager.

7.3. The TPC shall mean a permanent member of staff with the appropriate skills, budgetary provision and resources to fulfil the role. The TPC is required for the lifespan of the Travel Plan.

7.4. The TPC will be made responsible for developing and implementing the Travel Plan as well as collecting travel survey data at the college. They will lead on this initiative and act as the correspondent between LBH and the college. They will ensure ongoing development and implementation of the Travel Plan, taking responsibility for liaison with external agencies as appropriate, whilst ensuring that the students, staff and visitors are kept fully informed of any new developments in the Plan's implementation.

7.5. The TPC duties will include:

- Present a business case to secure a budget for the Travel Plan development and ensure its efficient and effective use;
- Undertake Student and Staff Travel Surveys for the baseline and on the first, third and fifth years and supply evidence of this to LBH;
- Take responsibility for data collection and review of the Travel Plan;
- Oversee the development and implementation of the Travel Plan on a day-to-day basis;
- Obtain and maintain commitment and support from senior staff, governors, union representatives etc.;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;

- Set up, co-ordinate and attend relevant Working Groups, etc;
- Act as a point of contact for all students, staff and visitors requiring information;
- Ensure the travel information available is always up to date;
- Liaise with external organisations including LBH; and
- Co-ordinate the monitoring programme for the Travel Plan, including target setting (in agreement with LBH) and make necessary changes if the targets are not being met.

8. MONITORING AND REVIEW

- 8.1. This Travel Plan will to be subject to a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those utilising this site in future years.
- 8.2. This section sets out the specific monitoring proposals associated with the site and the means by which the TPC will assess progress towards the targets outlined earlier in this document. All monitoring will be carried out by or procured by the TPC.

Monitoring

- 8.3. The appointed TPC will be responsible for the on-going monitoring of the Travel Plan, by ensuring that measures are promoted and the relevant data is captured. The monitoring programme will accord with that set out in the TfL document 'How we monitor the progress of travel plans', and will take the form of a five-year cycle.
- 8.4. This will be done by ensuring surveys are carried out. Upon completion of the relevant data collection, modal-shift targets will be agreed and Action Plans revised.
- 8.5. Travel surveys will be coordinated by the TPC in order to maintain the effectiveness of the plan and to gain an overview of the effectiveness of the various measures implemented. The initial surveys will provide details of the baseline mode share. This will provide the information base for future monitoring of the plan.
- 8.6. Following on from this initial survey, further monitoring surveys will be undertaken in the first, third and fifth years to ensure targets are being achieved. Monitoring reports will be provided for each of the years.
- 8.7. Information gathered through the monitoring process will be made available to LBH on request.

Student Travel Surveys

- 8.8. A Student Travel Survey will be undertaken prior to occupation of the building, from which baseline data will be retrieved and targets confirmed.
- 8.9. The survey will aim to:

- Identify current travel choices;
- Identify which modes of transport could be promoted in light of the survey findings; and
- Establish the popular alternative modes of travel to the college.

8.10. The results of each Student Travel Survey will provide information on the established travel choices of students and hence will provide a basis for the setting of future targets in the Travel Plan.

Staff Travel Surveys

8.11. The Travel Plan also needs to regularly monitor staff travel to and from the college in an effort to minimise single occupancy car trips.

8.12. A Staff Travel Survey will be undertaken at the same point in the college year, in order to monitor travel habits and demands. The results of these can shape further measures within the Action Plan to engender sustainable travel within the whole college community.

Review

8.13. The Travel Plan is to be a living document which should be regularly reviewed and updated as necessary.

8.14. The TPC will take responsibility for the development and management of the plan and ensure its delivery.

8.15. The data provided will be used to identify the progress of the Travel Plan against its targets and objectives. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the Travel Plan will be a flexible and adaptable document that is continually evolving.

8.16. On a biannual basis, CONEL will commit to:

- Carry out travel surveys to enable comparison with previous years;
- Review the issues affecting travel to and from college, discussing possible solutions;
- Review and update the Action Plan;

- Revise the targets and actions in the Action Plan; and
- Work with LBH for support and advice if required.

8.17. The Travel Plan will be reviewed and revised accordingly by the TPC to take account of any new developments in education or transport provision.

9. ACTION PLAN

9.1. The TPC will prepare an Action Plan to set out the proposed delivery and implementation of the Travel Plan.

9.2. The Action Plan will summarise all measures / initiatives to be introduced including marketing activities and monitoring as well as those responsible for running these tasks (such as the TPC) and approximate timescales.

9.3. The actions designed to meet the Travel Plan Objectives and Targets are included in **Table 9.1** below:

Table 9.1: Action Plan

Target	Action	For Whom	Responsibility	Supported By	Timescale
Increase journeys to site by walking	Promote national campaigns	All	TPC	Facilities Management	Prior to occupation of the proposed development
	Provide marketing information on the benefits of walking (health and environment)	All	TPC	In house or external marketing	Prior to occupation of the proposed development
Increase journeys to site by cycling	Promote the free Dr Bike sessions available for those living, working or studying in Haringey www.cycleconfident.com/sponsors/haringey/	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Promote the free Cycle Skills sessions and Group Cycle Training sessions that are provided to those living, working or studying in Haringey www.cycleconfident.com/sponsors/haringey/	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Investigate discounts at local cycle outlets and promote if successful	All	TPC	In house or external marketing	Prior to occupation of the proposed development

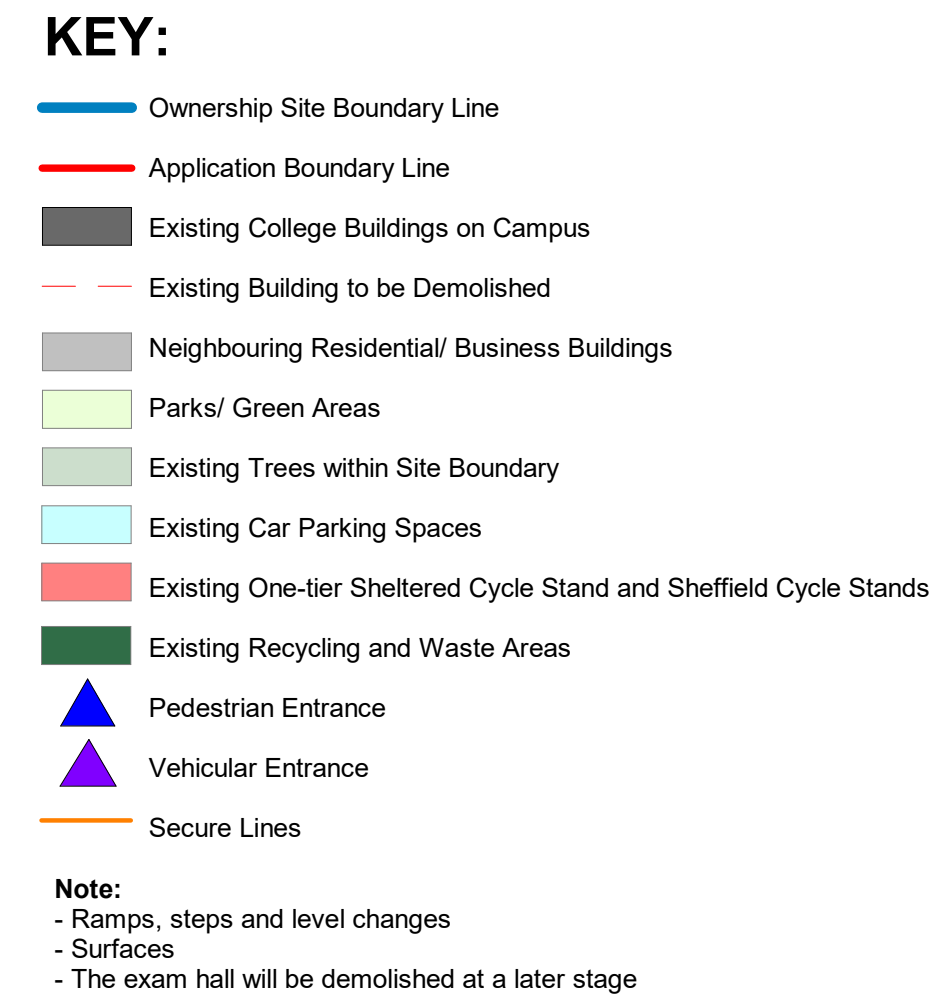
TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY
TRAVEL PLAN

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February 2024

	Promote national campaigns	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Review cycle parking is sufficient to accommodate demand with spare capacity to encourage others to cycle	All	TPC	Facilities Management	Prior to occupation of the proposed development
	Publish maps of local cycle routes and catchment areas	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Provide marketing information on the benefits of cycling (health and environment)	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Promote the staff Cycle To Work scheme	Staff	TPC	In house or external marketing	Prior to occupation of the proposed development
Increase journeys to site by public transport	Publish timetable and route map information	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Investigate securing discounts for bus/rail and promote if successful	Staff	TPC	Director of Finance and In house or external marketing	Prior to occupation of the proposed development
Increase car sharing	Promote the national liftshare scheme to encourage car sharing www.liftshare.com/uk	All	TPC	In house or external marketing	Prior to occupation of the proposed development
	Promote the benefits of car sharing (environment and financial)	All	TPC	In house or external marketing	Prior to occupation of the proposed development

- 9.4. Once the baseline data is collected there will be a better understanding about what is achievable and what measures best suit the development. The surveys will allow the measures and targets to be modified to accurately reflect the site characteristics.
- 9.5. The Action Plan will be revised each time the Travel Plan is reviewed, using results from the Travel Surveys to update the targets and actions as required.
- 9.6. Additional targets may be determined by the TPC when comparing the existing level of trips. Any changes to targets will be agreed with LBH.

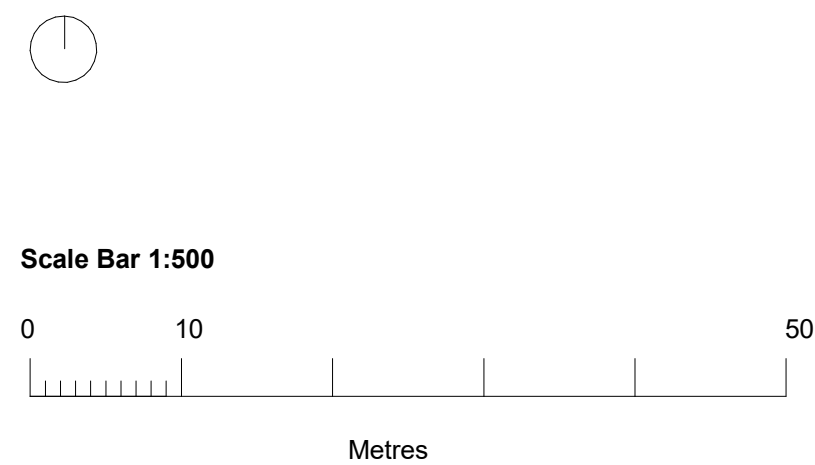
Appendix A



This drawing is to read in conjunction with all relevant Engineer's drawings, Architect's drawings, and specifications

All dimensions are in millimetres unless noted otherwise. Drawings should not be scaled by either hand or from the computer digital data, only figured dimensions are to be used.

This drawing uses colour, colours are indicative, not actual finish.



In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

- Working at height for works at high internal levels.
- Working with plant & machinery, risk of collision or electrocution.

MAINTENANCE/CLEANING

- Working at height for installation of high level construction and proposed finishes.
- Working in confined spaces or voids, for servicing of any mechanical/electrical services.
- Glass cleaning is envisaged to be via poles from ground level
- Glass replacement will be via a mobile platform

DEMOLITION/DEMOLITION

- Demolition works associated with removal of existing building works and construction of new internal walls, risk of collapse.
- Working at height for works at high levels.
- Risk associated with the stripping of existing services.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

[illegible]

Drawing Suitability	Status
Approved & Accepted as Stage 3a	
A3	



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Status A3	Project Title CCCG Tottenham Construction and Engineering Centre					
	Drawing Title EXISTING SITE PLAN					
	Scale 1 : 500	Designed LO	Drawn RS	Checked JR	Authorised JR	
	Original Size A1	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024	
	Drawing Number 5219901-ATK-01-00-D-A-021001					Revision

Appendix B