

FORTIS GREEN TENNIS CLUB, 31 SOUTHERN ROAD, LONDON N2 9LH

Travel Plan Statement

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Travel Plan Statement
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Document Status

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Contents

1	INTRODUCTION.....	1
2	SITE ASSESSMENT	5
3	DEVELOPMENT PROPOSAL.....	9
4	PACKAGE OF MEASURES.....	11

Appendices

APPENDIX 1 – PROPOSED DEVELOPMENT PLANS
APPENDIX 2 – PROPOSED SITE ACCESS

1 INTRODUCTION

- 1.1 This Travel Plan Statement (TP) has been prepared by RPS on behalf of Fortis Green LLP (the 'Client') to accompany a planning application in respect of the proposed development located at Fortis Green Tennis Club.
- 1.2 The development site is in the London Borough of Haringey (LBH). The proposed vehicular access to the development site is via Cherry Tree Road, which forms part of the London Borough of Barnet (LBB) highway network.
- 1.3 This TP has been produced alongside a Transport Statement (TS) and Construction Logistics Plan (CLP).
- 1.4 The description of development:

“Redevelopment of the site to provide a detached three storey block containing a new clubhouse with apartments above and a terrace of houses, one new tennis court, refurbishment of two of the existing tennis courts, creation of a vehicular access off Cherry Tree Road, with associated landscaping, car parking, cycle storage, and refuse storage.”

Background and Site Location

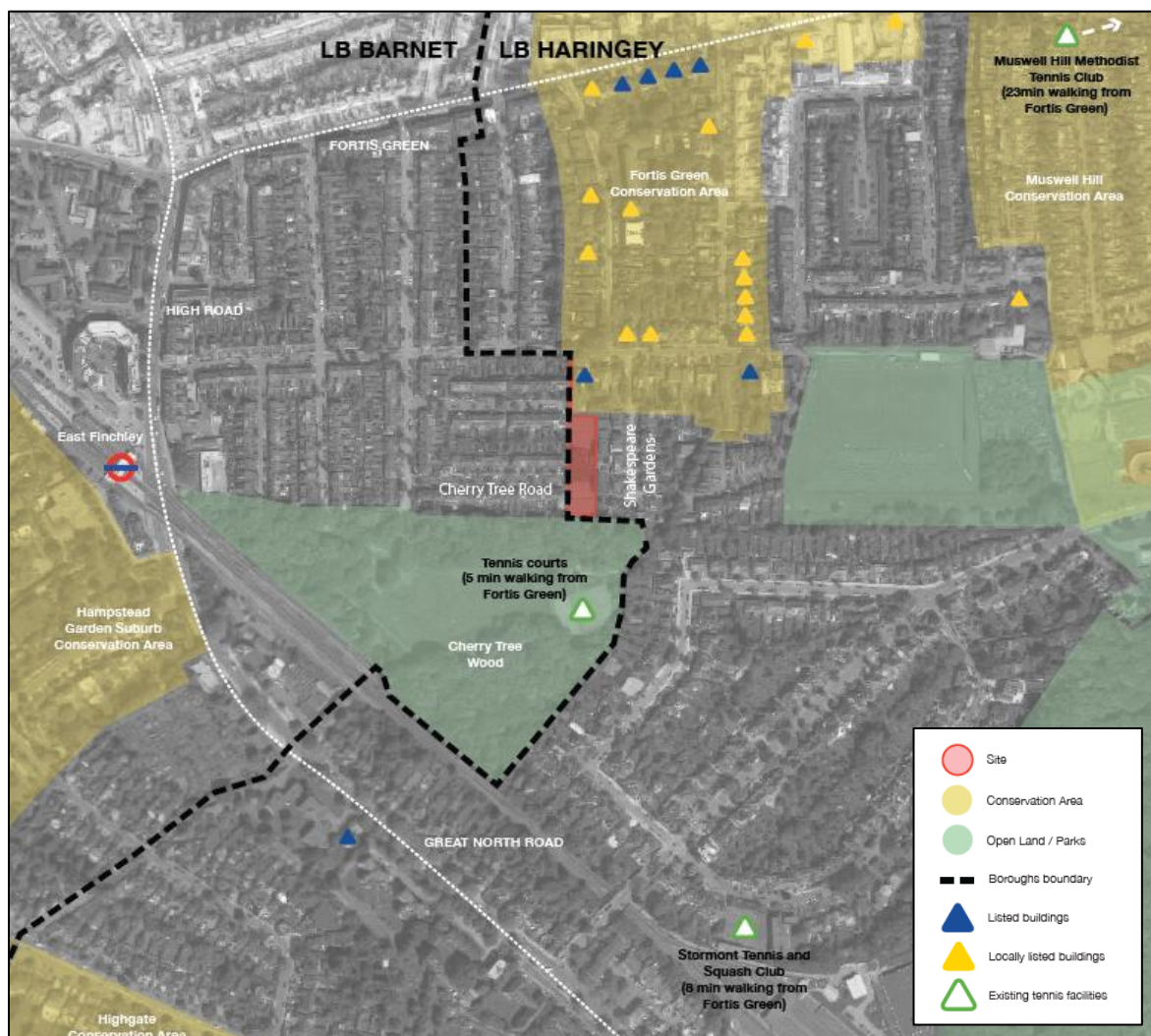
- 1.5 The Fortis Green Tennis Club is a back land site, which is located to the north of Cherry Tree Wood, and is currently accessible through a private pedestrian link accessed from Southern Road to the north. The site is located between East Finchley and Muswell Hill town centres.
- 1.6 The site is located approximately 500m walking distance to the east of East Finchley Station and is situated within the LBH. The western side of the site forms the boundary with the LBB.
- 1.7 The site currently measures circa 3,086sqm (0.3ha) and accommodates four tennis courts with supporting facilities, including a single-storey club house located in the centre of the site.
- 1.8 The site location plan is outlined in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.9 **Figure 1.2** provides details of the wider site context, in addition to the site boundary between the LBH and the LBB

Figure 1.2: Wider Site Context



Development Proposal

1.10 The development proposals for the scheme comprise the following elements:

- Refurbishment of the two northern tennis courts;
- Reprovision of a new clay tennis court. There will be an overall reduction from four tennis courts to three;
- New modernised tennis club house;
- Five new terraced residential houses (1 x 2-bed 4 x 4 bed);
- Three new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);

- New vehicular access via Cherry Tree Road into the residential site only. No vehicular access to the tennis club is proposed. Access to the tennis club will remain via the private pedestrian access with Southern Road; and
- Five residential car parking spaces for the five terraced houses(including one blue badge space).

1.11 The proposed development plans are included in **Appendix 1**.

The Travel Plan Statement

1.12 This Travel Plan Statement aims to set out the principles of sustainable travel and the positive measures, which promotes sustainable transport.

Report Structure

1.13 This Travel Plan Statement has been structured as follows:

- **Section 2** – provides a description of the existing conditions within and near to the development;
- **Section 3** – provides a description of the development proposal including physical travel or transport measures; and
- **Section 4** – provides a description of the measures proposed to meet sustainable travel objectives.

2 SITE ASSESSMENT

- 2.1 This section of the Travel Plan Statement details the site location and the existing local highway; pedestrian; cycle and public transport networks.

Site Context

- 2.2 As previously outlined, the existing site comprises four tennis courts with a small club house. Fortis Green Tennis Club is a back land site, which is located to the north of Cherry Tree Wood, and is currently accessible through a private pedestrian link, taken from Southern Road to the north.

Existing Highway Network

- 2.3 The surrounding highway network is primarily comprised of residential roads, with footways located on either side of the carriageways.
- 2.4 Southern Road is a predominantly residential road, which is orientated in an east to west direction. Southern Road has street lighting located throughout its length. Southern Road becomes Baronsmere Road to the west of its junction with Park Hall Road, which forms a priority junction with East Finchley High Road. To the east, Southern Road provides access towards Aquarius Archery Club.
- 2.5 Cherry Tree Road is a residential road, which is orientated in an east to west direction. Its eastern end forms the western boundary with the site, which is currently a cul-de-sac. To the west, Cherry Tree Road forms a simple priority junction with Summerlee Avenue, which in turn provides access to Southern Road to the north.
- 2.6 The site is located on the eastern edge of Fortis Green CPZ, which is operation between 11:00 – 13:00 from Monday to Friday.

Public Transport Accessibility

PTAL

- 2.7 To obtain a site specific PTAL for the proposed development site, the PTAL has been calculated using the TfL WebCAT online calculator. The PTAL calculation for the site is a score of 3, representing a 'moderate' level of accessibility to public transport.
- 2.8 The PTAL output is shown on **Figure 3.1**.

Figure 3.1: PTAL Output



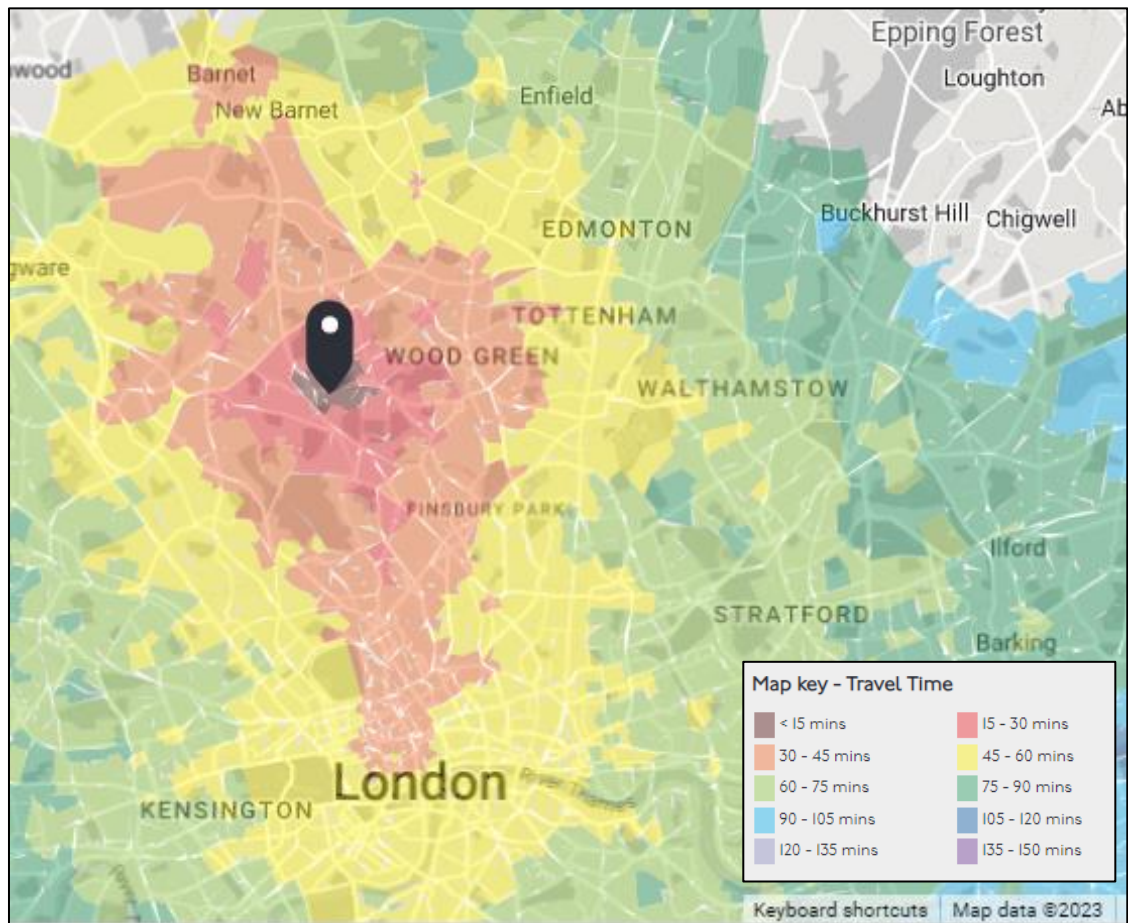
Source: WebCAT (January 2024)

- 2.9 The level of public transport provision nearby to the site can help future users access a range of key destinations by several travel modes, providing these people with a real and genuine choice of travel modes without needing to rely on the private car.
- 2.10 This includes local destinations within the LBH and LBB, which are accessed primarily by bus, in addition to locations in Central London, which are primarily access by London Underground / Rail.

Time Mapping (TIM) and Wider Connectivity

- 2.11 A further and better representation of the level of wider public transport connectivity nearby the development site can be provided by Time Mapping (TIM) Mapping, a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time.
- 2.12 As can be seen from the output TIM map on **Figure 3.2**, several key employment destinations within Central London can be accessed within 60 minutes, including: Camden, Marylebone, the City of London, Soho, and the City of Westminster.

Figure 3.2: Time Mapping (TIM) Output



Source: WebCAT (January 2024)

- 2.13 The TIM Mapping output map provides a far more accurate representation of the level of public transport provision from the development site and shows that the site is very well connected to the wider public transport network, including both for local trips and those into Central London.

Bus Services

- 2.14 The nearest bus stop pair to the site are the Twyford Avenue bus stops (Stops L and N) located on A504 Fortis Green, which are situated within 300m walking distance (4-minute walk time) of the site. The Twyford Avenue stops are served by the 102, 234 and 603-bus services. The above bus services provide access towards Edmonton Green, Brent Cross, High Barnet, Archway and Swiss Cottage, therefore, providing access to several North London suburbs.
- 2.15 The site is also located 450m walking distance (6-minute walk time) from Fairlawn Avenue (Stop S) on East Finchley High Street, which is served by the 143, 263, H3, N20 and N271 bus services. The above services provide access towards Finchley Central, High Barnet, Upper Holloway and Highbury & Islington Station, therefore, providing access across North London.

London Underground Services

- 2.16 The nearest London Underground Station to the site is East Finchley, which is located within 500m walking distance (6-minute walk time) the west of the site.
- 2.17 East Finchley London Underground Station is in Travel Zone 3 and is situated on the High Barnet branch of the Northern Line.
- 2.18 The High Barnet branch of the Northern Line provides the following services:
- Four trains per hour from High Barnet to Kennington via Charing Cross;
 - Six trains per hour from High Barnet to Battersea Power Station via Charing Cross;
 - Two trains per hour from High Barnet to Morden via Charing Cross;
 - Eight trains per hour from High Barnet to Morden via Bank.
- 2.19 East Finchley London Underground Station can be accessed via several bus routes, including the 102, 143, 234, 263, 603 and H3-bus services.
- 2.20 East Finchley London Underground Station has a station car park, which has a total of 282 parking bays, including five disabled parking bays.

Car Club Provision

- 2.21 Enterprise Car Club and Zipcar operate several car club spaces in the borough. Local to the site there are four accessible Enterprise Car Club and six Zipcars. The closest Zipcar location is circa immediately to the east of the site on Bagshot Street.
- 2.22 Car club vehicles enable people to have access to a car or van, whilst reducing the need to own a vehicle. These vehicles can be used for as little as 30 minutes or up to 6 months, therefore removing the need for a large proportion of people to own a car.

Summary

- 2.23 In terms of sustainability, the site is accessible by all modes of travel with services providing access to Lewisham, New Cross, Harrow, Morden, Luton, Charing Cross, Cannon Street, Harrow, Edgware, and High Barnet.

3 DEVELOPMENT PROPOSAL

- 3.1 This section of the TS describes the development proposals in terms of land use, access arrangements for all modes, car and cycle parking provision, and servicing and refuse collection arrangements.
- 3.2 The development proposals for the scheme comprise the following elements:
- Refurbishment of the two northern tennis courts;
 - Reprovision of a new clay tennis court. There will be an overall reduction from 4 tennis courts to 3;
 - New tennis club house;
 - 5 new terraced residential houses (1 x 2-bed and 4 x 4 bed);
 - 3 new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);
 - New vehicular access via Cherry Tree Road into the residential site only. No vehicular access to the tennis club is proposed. Access to the tennis club will remain via the private pedestrian access with Southern Road; and
 - 5 residential car parking spaces.
- 3.3 The proposed layout plans are provided in **Appendix 1**.

Pedestrian and Vehicular Access

- 3.4 As previously outlined, it is proposed to create a new highway access to the western side of the site via Cherry Tree Road to serve the proposed 8 residential dwellings and associated parking spaces. The proposed vehicular access will be taken via the LBB highway network.
- 3.5 The proposed access will be solely for the residential properties and no parking is provided to serve the reconfigured Tennis Club.
- 3.6 It is proposed that access to the re-configured Tennis Club will remain via the pedestrian access, which is currently in place.
- 3.7 The initial proposed vehicular access and site layout is detailed on a plan provided at **Appendix 1**.

Car Parking

- 3.8 Regarding vehicle parking, it is proposed that the five residential houses will be served by a total of five car parking spaces. The three proposed flats located above the new tennis club house will be car-free. This accords with the London Plan standards.
- 3.9 Electric vehicle charging provision will accord with the London Plan standards.

Cycle Parking

- 3.10 Cycle parking will be accommodated with secure storage on ground floor level with easy access for residents.
- 3.11 Cycle parking will be provided in accordance with London Plan standards. This will comprise a total of 2 Sheffield Stands for the apartment residents, a total of 5 private cycle stores for 1 cycle allocated per house and a visitor space located adjacent to the house entrance.
- 3.12 The cycle parking location is outlined in **Appendix 1**.

Servicing and Waste Collection Strategy

- 3.13 It is proposed that the five residential dwellings will be served by a refuse collection point located at the western site boundary with Cherry Tree Road. This collection point will be located as close to Cherry Tree Road as possible and in accordance with the collection distances specified in Manual for Streets. This will allow refuse to be collected in accordance with the existing arrangements for Cherry Tree Road without the need to accommodate the refuse collection vehicle within the site.
- 3.14 The development site is located within LBH and refuse collection would be via the LBB highway network. The refuse vehicle collection is outlined in **the Transport Statement**.
- 3.15 The residential parking forecourt has been designed to allow access to the parking spaces and allow small delivery vehicles to serve the site. Such delivery vehicles are likely to include large transit type vehicles used for home deliveries.

4 PACKAGE OF MEASURES

- 4.1 This section sets out the package of measures introduced to influence the way residents and employees travel to / from the development.

Walking

- 4.2 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g., emissions, pollutants, severance etc). Walking is a form of active travel which can offer a range of physical and psychological benefits to the individual.
- 4.3 The Travel Information Packs (TIPs) will be provided to all new residents and will contain information and advice concerning safe pedestrian routes to / from the site with indicative travelling times.
- 4.4 Walking is also an essential part of public transport travel as bus stops / rail stations are usually accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities.

Cycling

- 4.5 The promotion of cycling as an alternative mode will be made to all residents. The merits of cycling can be actively promoted to those who live within five kilometres of their employment, education, or recreational activities.
- 4.6 Cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys by cycle.
- 4.7 The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1. Increased levels of cycling can offer benefits to residents through the role of active travel in helping to:
- Prevent Type 2 diabetes;
 - Reduce the risk of colon cancer;
 - Prevent high blood pressure;
 - Decrease the risk of coronary heart disease;
 - Control body weight; and
 - Prevent osteoporosis.
- 4.8 As previously discussed in **Section 3**, the proposed development will provide quiet cycle friendly streets as part of the design and resident and visitor parking will be provided throughout the development.
- 4.9 Publicity material highlighting the most suitable, safe, and comfortable cycle routes, with road crossing facilities and likely journey times highlighted will be made available to the residents and employees within the Travel Information Pack.

- 4.10 The Travel Information Pack will also include details about 'National Bike Week' and 'Bike2Work'. These are endorsed by Travelwise and Cycling England, and normally occurs in June of each year. Bike2Work specifically looks at promoting the use of cycling for travel to and from work in National Bike Week.

Cycle Parking

- 4.11 Cycle parking will be accommodated with secure storage on ground floor level with easy access for residents.
- 4.12 Cycle parking will be provided in accordance with London Plan standards. This will comprise a total of 2 Sheffield Stands for the apartment residents, a total of 5 private cycle stores for 1 cycle allocated per house and a visitor space located adjacent to the house entrance.
- 4.13 The cycle parking location is outlined in **Appendix 1**.

Public Transport

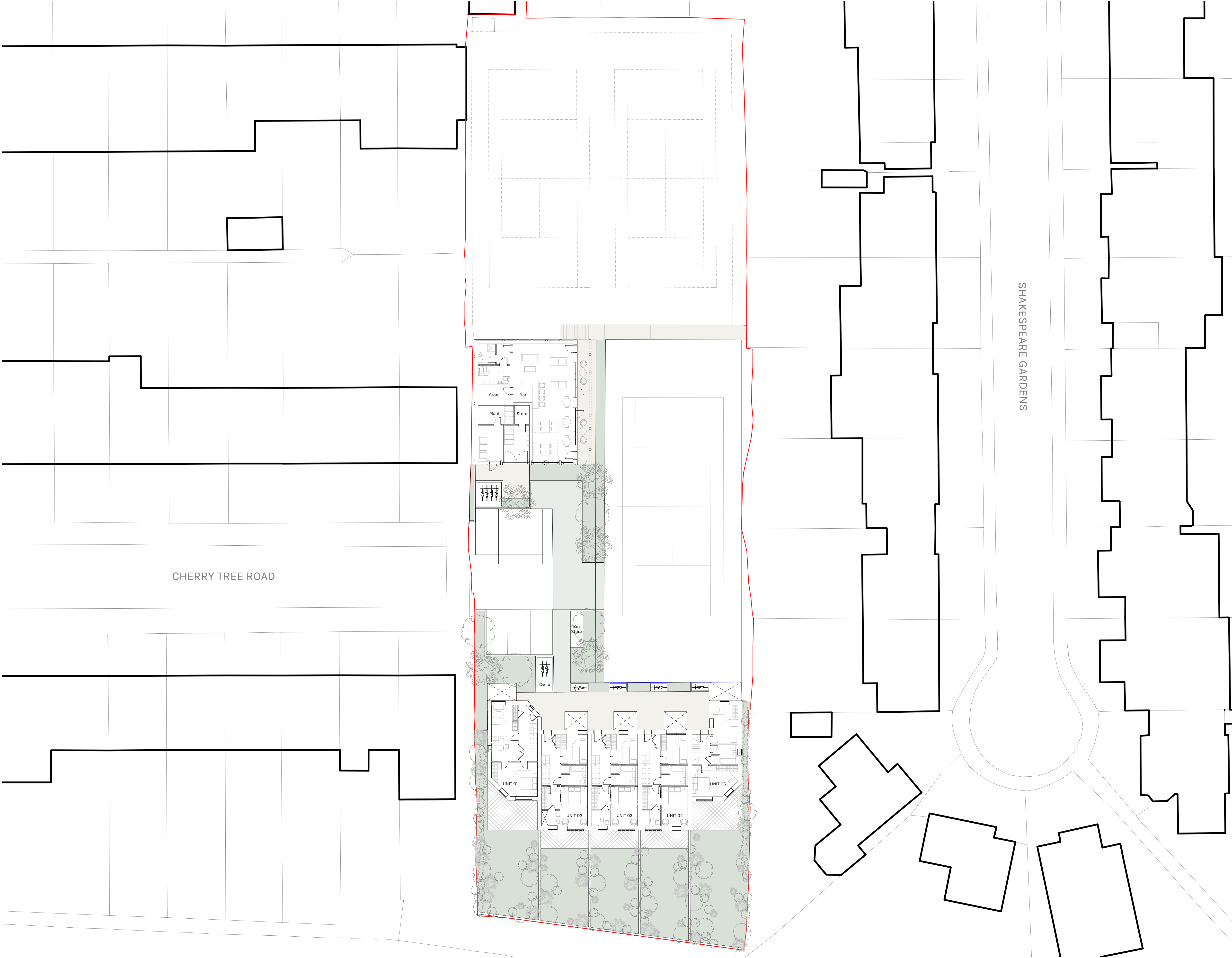
- 4.14 A key objective of this Travel Plan Statement is to promote more sustainable means of transport choices for residents and employees; and this can effectively be achieved by the promotion of high-quality public transport alternatives.
- 4.15 It is important to recognise that, where possible, walking 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 five miles (eight kilometres).

Action Plan

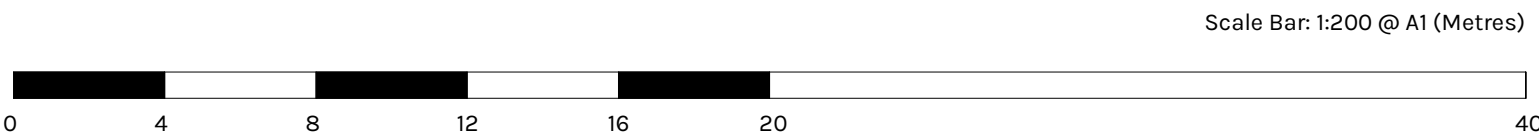
- 4.16 As part of this Travel Plan Statement the developer agrees to:
- Implement in full the measures described above;
 - Inform all residents / employees of the aims of the Travel Plan Statement;
 - Encourage residents / employees to use sustainable modes of transport; and
 - Provide evidence to the LBB of measures implemented within three months of occupation.

Appendices

Appendix 1 – Proposed Development Plans



1 00 Ground Floor Plan
1: 200



DFA

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Project

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Client

Fortis Green LLP

Sheet number

1143-DFA-PL_0202

Sheet name

Proposed Ground Floor

Sheet scale

1: 200 @ A1

Date/time

12/10/2023 15:12:43

Rev	Description	Date	Issued	Checked
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Key

- Freehold boundary
- * Obscure Window

Project status

Draft Planning

GENERAL NOTES:

This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

OS information no accurate and not to be used for measurements.

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