

A Planning Application by
BELLMONT COLLEGE

In respect of
**88 – 96 High Road,
WOOD GREEN**

Framework Travel Plan

June 2024



Document Management

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1 Introduction

- 1.1 Transport Planning Associates (**TPA/ we**) has been instructed by Belmont College to provide transport planning consultancy services in relation to the proposed redevelopment of 88-96 High Road, Wood Green, in the London Borough of Haringey. The location of the site is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan – Regional Plan



Source: © OpenStreetMap Contributors

Planning History

- 1.2 A planning application¹ was submitted in August 2023 for:

"Change of use of first floor from class E (offices) to College, Class F1 (Non-residential education institute)"

¹ Planning application reference HGY/2023/2298

- 1.3 The application was supported by a short Transport Statement which was submitted in October 2023. Following discussions between the London Borough of Haringey (**LBH**) and the applicant was subsequently requested that a Travel Plan be submitted in support of the planning application.

Policy and Guidance

National Planning Practice Guidance (2021)

- 1.4 The latest update to the national Governments' National Planning Practice Guidance (**NPPG**) for Travel Plans, Transport Assessments and Statements in decision-taking was released on 6 March 2014.
- 1.5 Regarding Travel Plans, the guidance states that they should be used as *"long-term management strategies for integrating proposals for sustainable travel into the planning process"*². It continues to state that Travel Plans should be *"proportionate to the size and scope of the proposed development to which they relate"*³ and furthermore that they must be *"tailored to particular local circumstances"*⁴.
- 1.6 The NPPG states that Travel Plans can positively contribute towards numerous aspects of travel and within a proposed development.

Transport for London

- 1.7 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- 1.8 Regarding Travel Plans, the London Plan states that:

*"It is important that development proposals reduce the negative impact of development on the transport network and reduce potentially harmful public health impacts. The biggest transport-related impact of development on public health in London is the extent to which it enables physical activity from walking, cycling and using public transport. The other main impacts on public health relate to air quality, road danger, noise, and severance. The phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes"*⁵

² <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

³ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

⁴ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

⁵ London Plan (2021) Paragraph 10.4.3

1.9 The Transport for London (**TfL**) provide guidance on the preparation of Travel Plans including identifying the following benefits for both the development and developers as set out below:

- *“Less congestion and therefore improved safety on local roads by promoting alternatives to the car*
- *Reduced highway capacity problems by promoting sustainable travel choices*
- *Local environmental improvements from reduced congestion, carbon emissions, pollution and noise*
- *Making the site more attractive to potential occupiers/users*
- *Increased opportunities for active healthy travel, such as walking and cycling*
- *Reduced demand for parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives*
- *Improved travel choice, quality and affordable access to services for all users*
- *Increased opportunities for employers to feed into corporate social responsibility or sustainability initiatives.”⁶*

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

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

1.11 This FTP has been developed in the context of the above, noting that as a framework some elements will form part of the future Travel Plan to be prepared and agreed in writing once the site is occupied.

⁶ <https://content.tfl.gov.uk/benefits-of-a-travel-plan.pdf>

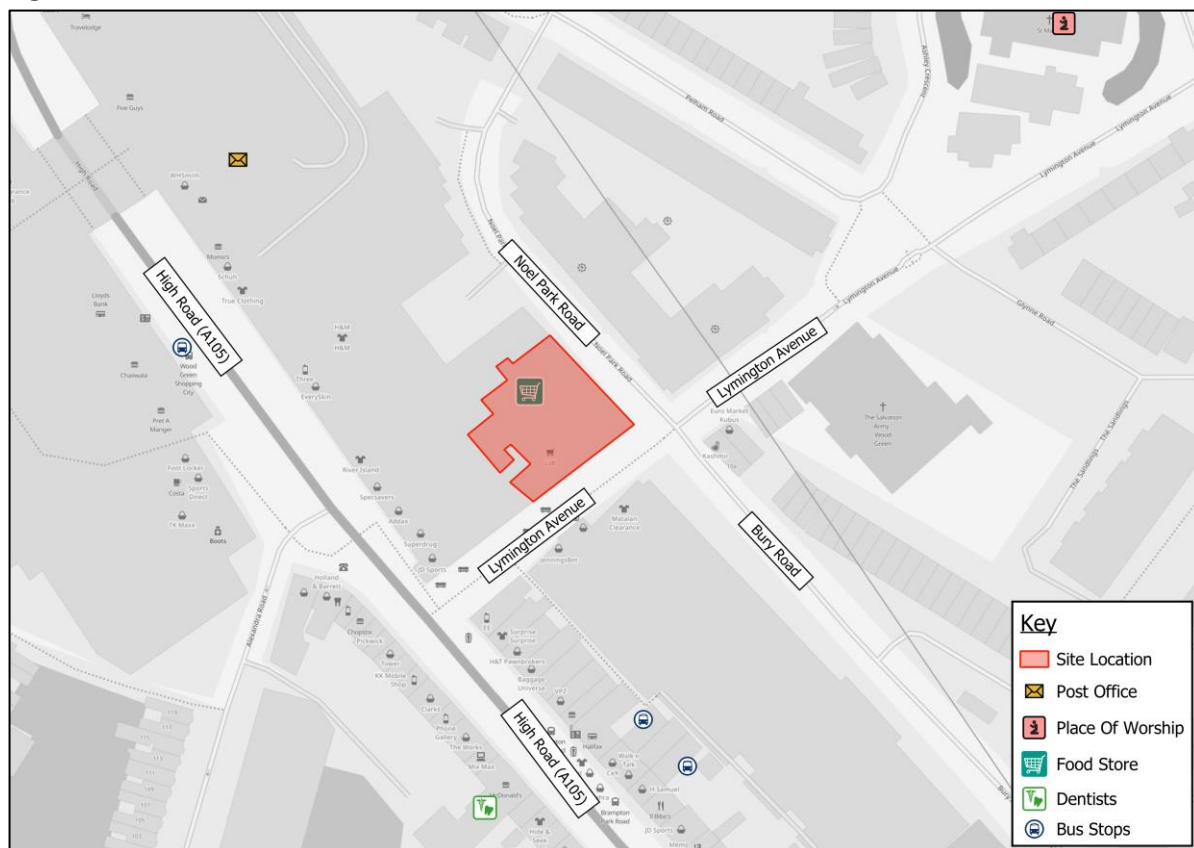
Travel Plan Structure and Purpose

- 1.12 This Framework Travel Plan (**FTP**) will set out to promote sustainable transport choices, reduce reliance on single-occupancy car journeys, and manage travel demand associated with a development.
- 1.13 It is focused on students and staff studying/working at the site as the development will not be open to the general public. It will be structured as follows:
- **Chapter 2:** Transport Conditions;
 - **Chapter 3:** Development Proposals;
 - **Chapter 4:** Aims and Objectives;
 - **Chapter 5:** Travel Plan Coordinator;
 - **Chapter 6:** Targets;
 - **Chapter 7:** Measures;
 - **Chapter 8:** Monitoring and Review; and
 - **Chapter 9:** Action Plan

2 Transport Conditions

- 2.1 As set out previously, the site is located at 88-96 High Road in Wood Green. **Figure 2.1** provides a local context for the site. As shown, it is located adjacent to Wood Green's High Street with access to a high number of services and amenities.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap Contributors

Pedestrian Accessibility

- 2.2 We understand that access to the educational facility will be taken from the southern façade of the building close to the Lymington Avenue/ Bury Road/ Noel Park Road junction. A pedestrianised route provides access between the site access and High Road (the A105).
- 2.3 Roads within the vicinity of the site are subject to a 20mph speed limit and lit with footways provided on both sides of the carriageway. Controlled crossings are provided across Bury Road and High Road.
- 2.4 With regards to catchment, the (then) Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot' identifies the desirable, acceptable and preferred maximum walking

distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

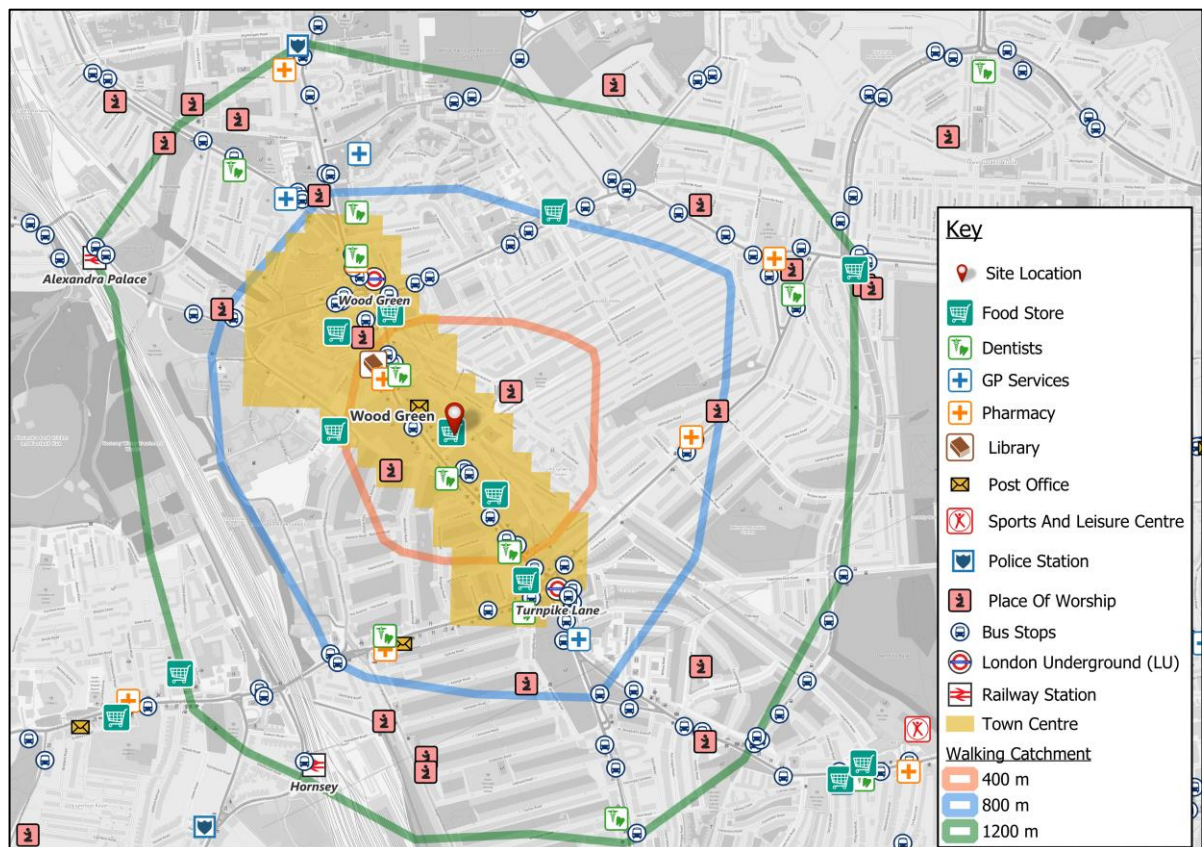
Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

- 2.5 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)". That concept is developed further in CIHT's guidance 'Planning for Walking' (2015) and in the 'Manual for Streets' (2007)⁷.
- 2.6 **Figure 2.2** illustrates the catchment of the site up to 1,200m in 400m increments. As shown, the site has access to a variety of services and amenities as well as transport nodes including both Wood Green and Turnpike Lane London Underground stops.

⁷ Paragraph 4.4 of Manual for Streets 2007

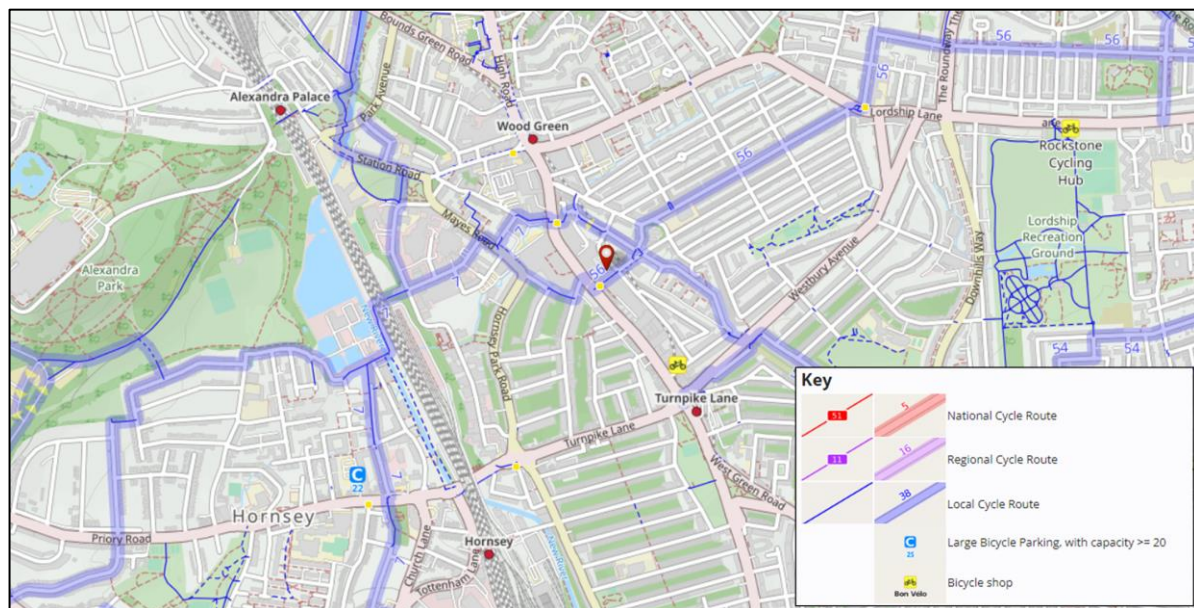
Figure 2.2 Walking Catchment

Source: © OpenStreetMap Contributors

Cycle Accessibility

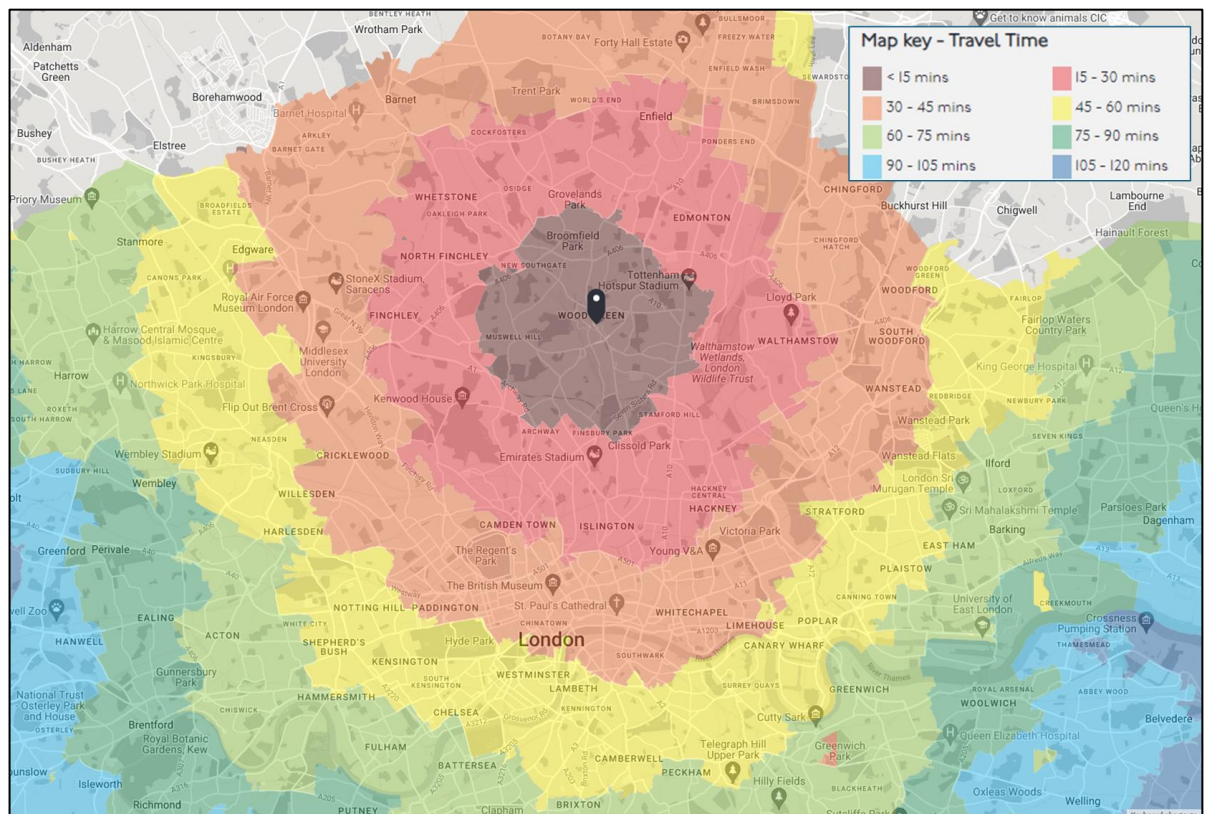
- 2.7 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)⁸. In this context, access to the cycle route network provides a significant opportunity to create a modal shift towards active modes of travel. **Figure 2.3** illustrates the site's proximity to the existing cycle route network and highlights the potential cycle trips.

⁸ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

Figure 2.3 Existing Cycle Infrastructure and Routes

Source: © OpenStreetMap Contributors

- 2.8 As shown above, the site fronts on to local cycle route (**LCR**) 56 which runs from Wood Green to Northumberland Park.
- 2.9 As illustrated in **Figure 2.4**, parts of central London, including Paddington, Mayfair, Soho and Kensington can be reached within a 35 minute cycle ride of the Site, with Wembley, North Acton and Brent Cross reachable within a 20-minute ride.
- 2.10 LCR 54 is also in close proximity from the site, approximately 600 m to the south of the site, accessible from a two minute ride to Mannoek Road. LCR 54 connects Muswell Heath to Walthamstow via Wood Green and Tottenham Hale.
- 2.11 Alternatively, 350m north of the site LCR 7 is situated, accessible from Parkland Road. LCR 7 routes form Southgate to Elephant and Castle. It connects Wood Green to Finsbury Park and the City.
- 2.12 To further highlight the sites accessibility by cycle, the associated catchment has been calculated and is shown below.

Figure 2.5 Cycle Catchment

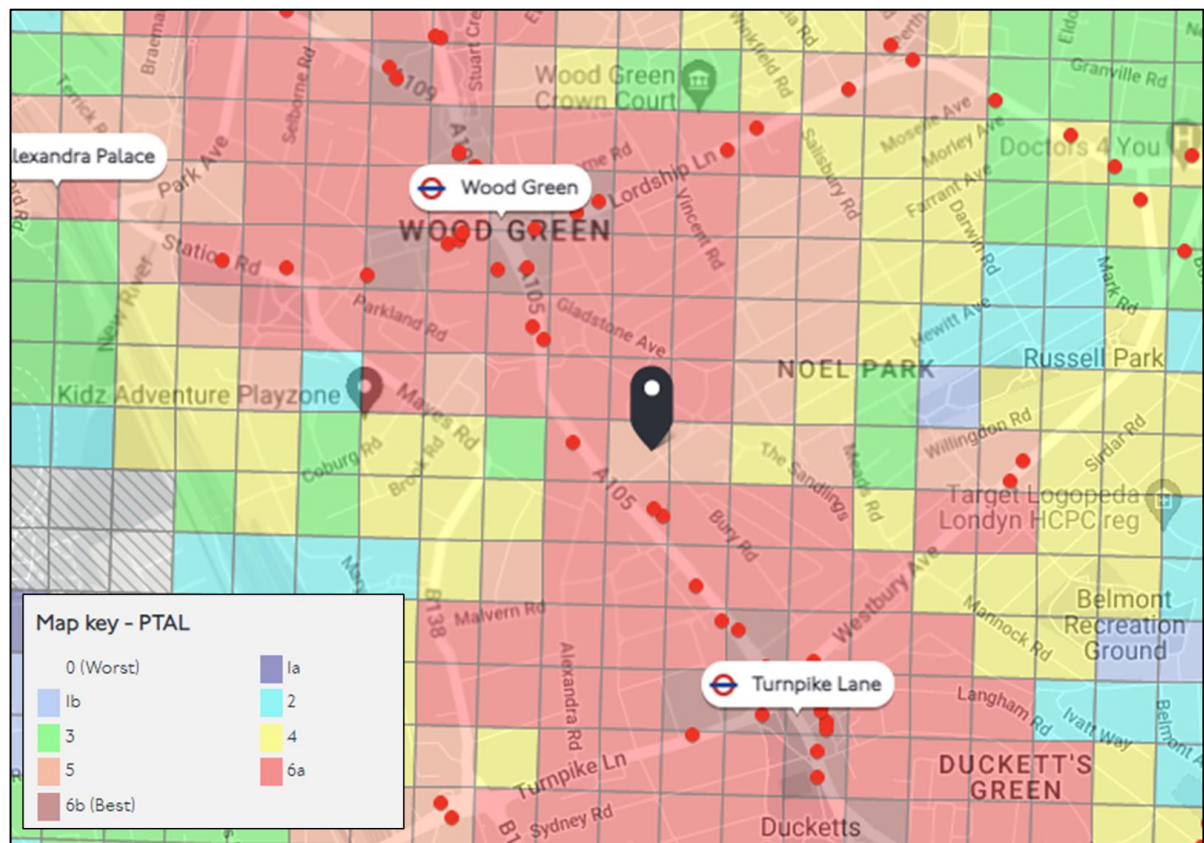
Source: © OpenStreetMap Contributors

- 2.13 As shown in the above, North Finchley, Edmonton and Islington are all accessible within 30 minutes of the site, while Central London, including St Pauls and Paddington is accessible within 45 minutes from the site.

Public Transport

Public Transport Accessibility Level

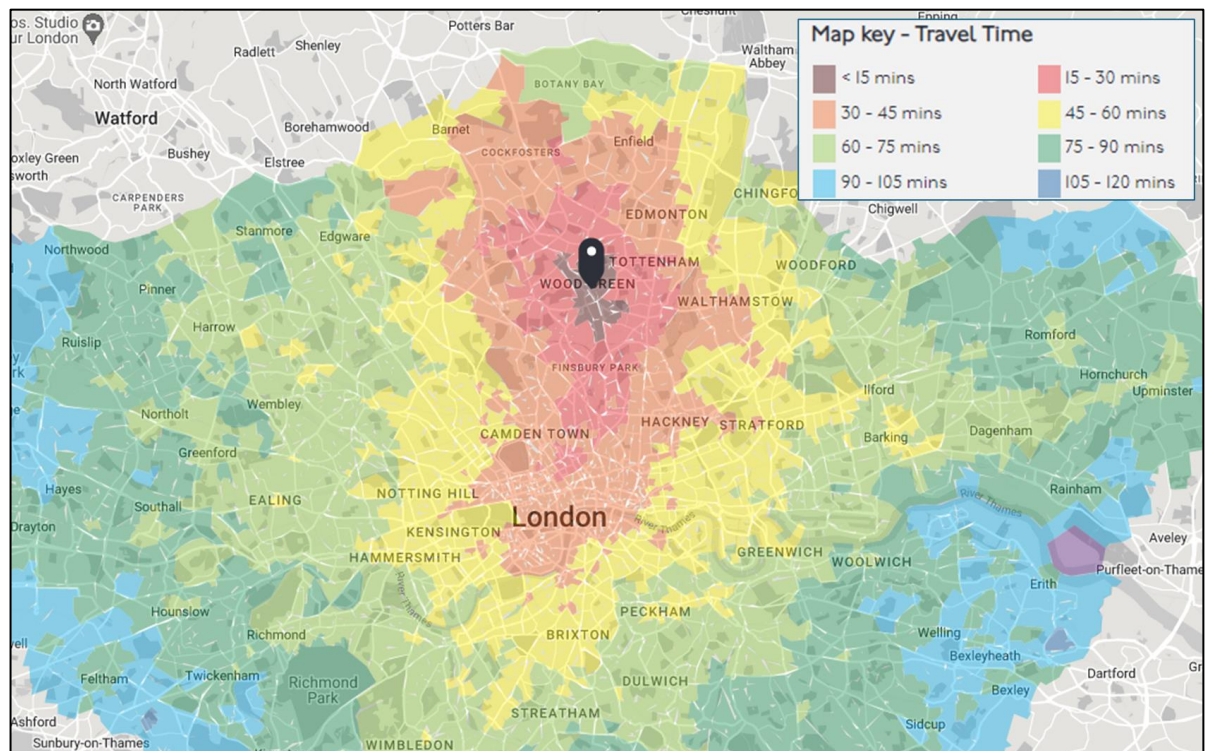
- 2.14 The Public Transport Accessibility Level (**PTAL**) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.
- 2.15 As shown in **Figure 2.6** the site has a PTAL score of 5. This indicates the best level of accessibility to the site via public transport services.

Figure 2.6 PTAL Analysis

Source: © TfL

Time Mapping

- 2.16 In the context of the PTAL the public transport catchment has been identified using TfL's Webcat tool as presented in **Figure 2.7**. As shown, the majority of Central London can be reached in less than 30 – 45 minutes.

Figure 2.7 Public Transport Isochrone

Source: © TfL

Note: AM Peak.

Bus Accessibility

- 2.17 The closest bus stops to the site are located on High Road to the west of the site. The northbound stop (Wood Green Shopping Centre) is located circa 180m from the site and has a shelter, seating, and real time information. The southbound stop (Brampton Park Road (Stop KA)) is located circa 120m from the site and similarly has a shelter, seating, and real time information.
- 2.18 These stops provide access to eight day-time services and two night bus services. A summary of these services is summarised in Table 2.2.

Table 2.2 Bus Route Summary

Bus No.	Bus Route	Frequency / hour		
		Mon-Fri	Sat	Sun
121	Enfield – Oakwood – Palmers Green – Wood Green – Turnpike Lane	5	6	4
141	Wood Green – Turnpike Lane – Manor House – Moor Gate – London Bridge	6	6	4
144	Muswell Hill – Wood Green – Edmonton Green	6	6	4
184	Turnpike Lane – Wood Green – Alexander Palace – High Barnet	4	4	4
221	Edgware – Mill Hill – Wood Green – Turnpike Lane	6	5	4
232	Neasden – Brent Cross – Arnos Grove – Wood Green – Turnpike Lane	4	4	3
329	Enfield Town – Wood Green – Turnpike Lane	6	6	5
W4	Wood Green – Turnpike Lane – Bruce Grove – Tottenham Hale	5	5	4

Source: <https://tfl.gov.uk/>

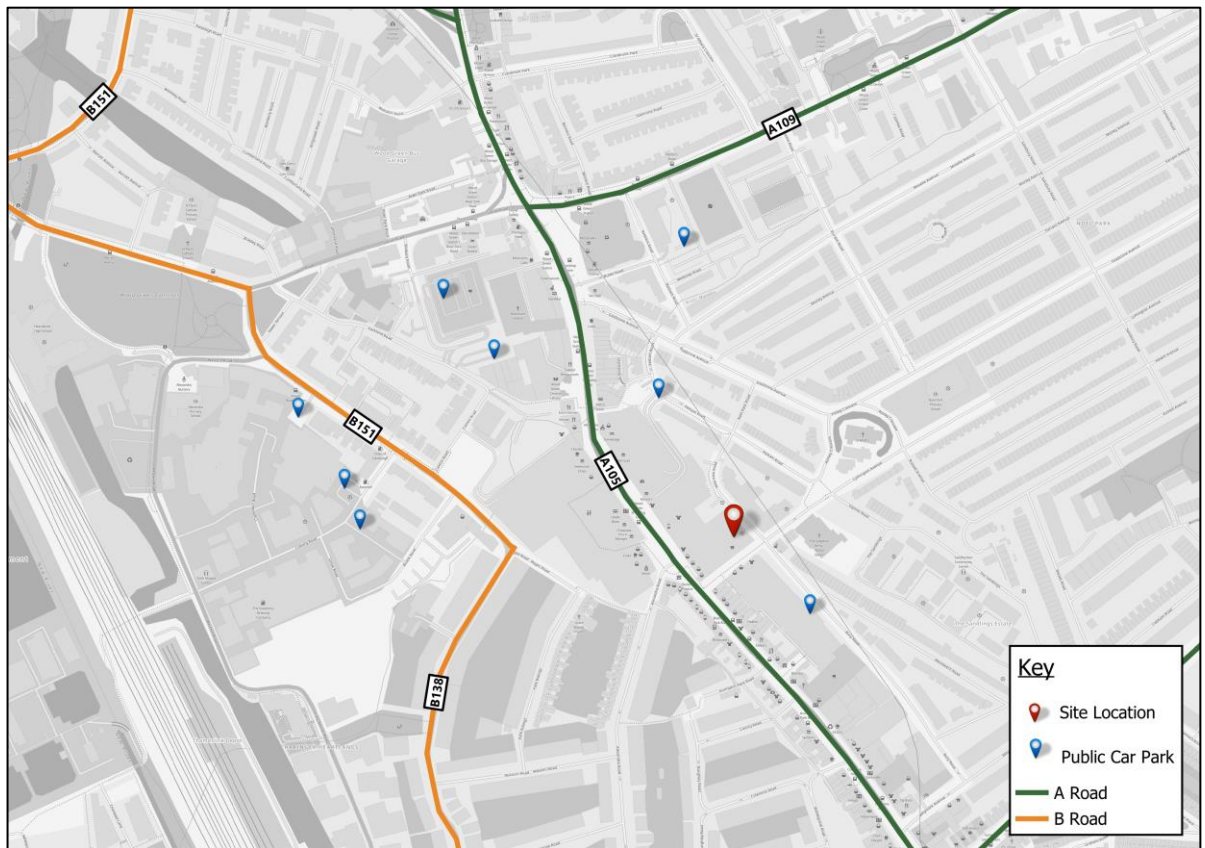
Note: Service frequency represented in both directions

Rail Accessibility

- 2.19 Turnpike Lane Station and Wood Green Station are equidistance (500 m) from the site, with Turnpike Lane to the south and Wood Green to the north. Both stations are serviced by London Underground's Piccadilly Line which runs from Cockfosters to Heathrow (Terminals 2, 3, and 4), running via Kings Cross St. Pancras, Covent Garden, Green Park and Hammersmith.

Local Highway Network

- 2.20 The local highway network is shown in **Figure 2.8**. As shown, the site has access to a number of public car parks associated with Wood Green High Street.

Figure 2.8 Existing Public Highway Network

Source: © OpenStreetMap Contributors

3 Development Proposals

The Proposed Site

- 3.1 As beforementioned, the site comprises a change of use of office floorspace within Wood Green Town Centre to a higher education college.
- 3.2 The proposed college will have a maximum of 400 students enrolled at the college, however there will only ever be 200 students in the building at any given time of the day. In addition to the 200 students in the building, there will be 8 teaching staff and up to 10 administrative staff on-site at any one time.
- 3.3 The college will operate a hybrid teaching method, which will involve students attending the college for a maximum of five hours, only one day a week. The rest of the sessions will be taught using an online platform.
- 3.4 It will operate from 09:00 to 21:00, from Monday to Saturday.

Parking

- 3.5 We understand that the proposals include eight cycle stands within the building (accessed from Noel Park Road via a separate entrance). In addition, we understand that 14 cycle stands exist adjacent to proposed entrance.
- 3.6 The site will not have a dedicated car park and, if needed, staff/students would however use nearby car parks. Two public car parks are in close proximity to the site, Bury Road Multi-Story Car Park and The Mall East Car Park.

4 Aims and Objectives

- 4.1 The principle aim of the future post occupation Travel Plan will be to help reduce car usage (particularly single occupancy journeys) by encouraging an increase in the use by students and staff of public transport, walking and cycling.
- 4.2 It will be based around two main phases; firstly, to take into consideration the initial transport conditions relevant to the existing site and the surrounding environment; and secondly, to propose a range of measures designed to increase travel awareness.

Aims

- 4.3 The aims of the post occupation Travel Plan will be to:
- Mitigate against any potential transport impacts related to the development;
 - Encourages modal shift away from private car use and towards more sustainable forms of travel, such as public transportation, cycling, and walking; and
 - Encourage the use of sustainable transport modes to reduce the need for employees to undertake trips to the site by single occupancy vehicle (**SOV**).
- 4.4 To achieve these aims, the Travel Plan promotes a range of lifestyle and travel choices and encourages a reduced reliance on SOV by promoting a range of sustainable alternatives.

Objectives

- 4.5 Objectives are the high-level aspirations which help to focus the TP and ensure it is within the remit of its overarching aims. The specific objectives are to:
- Influence the travel behaviour of students and staff;
 - Generate fewer SOV trips by influencing a modal shift in travel to the site;
 - Encourage safe and viable alternatives for accessing the site;
 - Help improve the health of students and staff;
 - Raise awareness of sustainable, active, and healthy modes of travel (e.g., walking and cycling); and
 - Remove the barriers, both perceived and actual, to walking, cycling, and using public transport.

5 Travel Plan Co-Ordinator

5.1 A Travel Plan Coordinator (**TPC**) will be responsible for implementation and leading the strategy for meeting its objectives. The role of the TPC will include, but not limited to, the following activities:

- Lead the Travel Plan objective strategy;
- Set up and coordinate staff/ student management groups that can dictate or influence the strategies (that the developer will fund where appropriate);
- Coordinate data collection to develop a full understanding of the transport constraints and issues;
- Function as point of contact for employees requiring more information and the local highway authority;
- Submit the Monitoring Reports;
- Keep and share information on walking and cycle routes, while providing bus service timetables up to date and available; and
- Manage the maintenance of the online community notice board.

5.2 In the absence of a TPC at the planning stage, contact details for a member of the project team can be found below. These details will be updated once a TPC has been appointed by the operator, with contact details being supplied to the LBH. The relevant contact details are below:

Name:	Stephen Kemp
Address:	Transport Planning Associates, 1 Giltspur Street, London, EC1A 9DD
Telephone Number:	020 7119 1157
Email address:	stephen.kemp@tpa.uk.com

5.3 Should the existing TPC no longer be able to maintain the role, it will be transferred to another suitable person will be appointed and LBH will be informed in writing. The TPC will nominate a deputy, so the travel plan implementation process carries on throughout any transition period.

6 Targets

- 6.1 This section of the FTP identifies preliminary targets which will be refined within the post occupation Travel Plan following completion of the baseline travel surveys. For the purpose of this FTP, baseline mode share data has been derived from journey to work 2011 Census data and generic targets have been set as a placeholder.
- 6.2 Targets are measurable goals that allow assessment of the post occupation Travel Plan. Targets are essential for monitoring the progress and success of travel plans and should be “SMART” – specific, measurable, achievable, realistic, and time-bound:
- **Specific** – A specific overall reduction in vehicular travel associated with the site has been defined which will be achieved through the development of realistic Travel Plan measures.
 - **Measurable** – The number of trips by mode will be monitored against the targets on a regular basis. Further initiatives and measures will be investigated and pursued should the development fail to meet these targets.
 - **Achievable** – Travel Plan measures will be implemented, and their effectiveness monitored to ensure they are achievable by all site users.
 - **Realistic** – Realistic targets have been based upon a reduction of the trips at 50 percent occupancy.
 - **Time-bound** – The targets will be reviewed at least biennially to clarify whether they are being achieved.
- 6.3 Following occupation, the Travel Plan will continue to evolve over time, and the targets for travel will be monitored and reviewed on a regular basis. The initiatives and measures included in this FTP may also be subject to change, if they are found to be impractical, or if the identified targets are not met.

Initial mode share

- 6.4 Until baseline travel surveys can be undertaken for those employed at the site, an interim baseline mode share for the site has been derived journey to work 2011 Census data as a proxy. This has been based on the dataset *WU03EW* for the Haringey 016, from the NOMIS⁹ website.
- 6.5 Table 6.1 sets out the resultant 2011 Census data modal split for SOV trips (based on car and van drivers) as well as indicative future mode share targets. We consider the targets for years one, three and five post occupation to be realistic and challenging.

⁹ <https://www.nomisweb.co.uk/>

Table 6.1 Students and staff mode share targets

Mode	Baseline Modal Split	Target Mode Share		
		Year 1	Year 3	Year 5
Single Occupancy Vehicle	30%	29%	27%	25%

Notes: Based on car and van drivers

- 6.6 As shown, the targets for the future post occupation Travel Plan will focus on achieving a modal shift away from SOV trips to more sustainable modes of travel. In this context specific targets are not required for active and sustainable modes of travel.
- 6.7 The above mode share proportions will be revised following completion of the baseline travel survey post occupation. The resultant targets for the site will also be revised at this stage to make them site specific. These changes will be submitted to LBH within the post occupation Travel Plan and agreed in writing.
- 6.8 The TPC will undertake the baseline travel survey at 75% occupancy, or six months after first occupation (whichever occurs first).

Monitoring

- 6.9 The TPC will conduct biennial travel surveys (years 1, 3, and 5 following the baseline travel survey) to monitor progress and function as an indicator of whether the site is achieving the targets or if adjustment is necessary. Chapter 8 of this FTP outlines the proposed monitoring strategy.

7 Measures

- 7.1 This section of the FTP sets out a range of measures and initiatives which the TPC can consider when developing the post occupation Travel Plan. The measures seek to reduce the quantum of SOV trips to the site in accordance with the Aims, Objectives and Targets set out previously.
- 7.2 These measures are to be introduced in line with the Action Plan included within this document.

Travel Information Pack

- 7.3 A Travel Information Pack is a useful implement in providing information on local sustainable transport links. A Travel Information Pack will include information on sustainable travel options, with particular attention paid to the range of public transport services available locally. Information will also be provided on local car share schemes and cycle routes. Local maps will be provided to show the location of local services and bus stops.
- 7.4 More specifically this Travel Information Pack will provide information on:
- **Walking:** information regarding pedestrian safety, information on local footpaths;
 - **Cycling:** details of cycle routes in the area, details of the onsite facilities for those who cycle (i.e. cycle parking), and information about national cycling events (i.e. Cycle to Work Week);
 - **Public Transport:** information will be set out local bus and rail services and frequency patterns. Including information on local park and ride facilities; and
 - **Car Sharing:** promotional information regarding the benefits of car sharing and the details of a car share scheme locally.
- 7.5 Students and staff members will be provided with a digital Travel Information Pack which will be prepared and distributed by the TPC.

Initiative 1: Develop a Travel Information Pack and distribute to all students and staff members at the development.

Walking

- 7.6 In the context of the existing pedestrian infrastructure surrounding the site staff and students will be informed of the local walking routes and the health benefits of walking.

Initiative 2: The Travel Information Pack will be used to promote the health benefits of walking, provide information on public health campaigns that encourage walking as well as to advertise local walking routes and pedestrian network within the vicinity of the site.

Initiative 3: Provide plans showing the location of, and routes of the local pedestrian network and any key services along the routes. The plans should be located on the Travel Information Noticeboard and in the Travel Information Packs.

Initiative 4: A National Walking Month scheme will be promoted by the operator via their website and the Travel Information Pack.

Cycling

7.7 Cycling is one of the most sustainable modes of transport to use and studies have shown that it can offer health benefits; such as improving the immune system, reducing the risk of heart attacks and improving weight loss.

7.8 To encourage people to cycle to and from the site, the location of nearby cycle parking spaces will be highlighted in the Travel Information Pack. In addition, a puncture repair kit and other repair equipment will be provided on-site to allow students and staff to fix minor issues should they encounter them.

7.9 As outlined earlier, there are several cycle routes in the vicinity of the site and these will be advertised for students and staff and visitors to use.

Initiative 5: Provide details of local cycle parking, local cycle routes, safe cycling corridors and local events such as 'bike week' through information provided in the Travel Information Packs.

Initiative 6: The TPC will investigate the potential of joining participating in the UK Government's cycle to work scheme¹⁰ which can allow staff to save on the cost of a new bike and accessories.

Initiative 7: Create and maintain a cycle repair kit for the site. The kit will provide basic cycle maintenance equipment including a puncture repair kit, pump and spanner set.

¹⁰ <https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance>

Initiative 8: Provide and monitor the use of on-site cycle parking. Should the on-site cycle parking stress exceed 90%, the potential to provide additional cycle parking on site will be investigated by the TPC.

Public Transport

7.10 The use of public transport in the form of bus, rail or taxis will be encouraged by providing:

- information on service frequency;
- service operating times;
- information about the local park and ride facilities; and,
- details of where to catch the services and interchange if needed.

7.11 The TPC will be familiar with these services and will be able to assist students and staff in their use. The TPC will regularly check public transport services and inform students and staff and visitors if any changes have been made.

Initiative 9: Students and staff will be provided with links to Journey Planning websites and applications within the Travel Information Pack.

Initiative 10: Provide plans showing the nearest bus stops, rail, and underground stations and the services which are accessible from each. The plans will be provided within the Travel Information Packs.

Initiative 11: The TPC will investigate the potential of offering salary incentives to travel to work by public transport. One example of this might be interest free loans for season tickets by sustainable mode of travel.

Car Sharing

7.12 Car sharing offers a range of benefits, not only to those who take part, but also for the local highway network. For example, sharing a vehicle with another person should, in theory, halve the fuel cost for each journey. It also gives provides time to do other things such as read, or work and it can be a good way to get to know other people. In turn, car sharing should reduce the number of vehicles on the local highway network which will in turn, reduce local carbon emissions and the time spent on the network, particularly in congested areas.

7.13 In 2012, the National Car Share website stated that *"If everyone who drives on their own to work every day were to catch a lift with someone just once a week, the commuting car journeys would reduce by*

20%". It is therefore important to ensure that the option of car sharing is available to those who may consider this as an alternative to the private car.

- 7.14 It should be noted, to maintain safeguarding, students and staff will not be expected to car share to/from the site.

Initiative 12: Provide information on how car sharing works, who can take part, a list of how obstacles (such as the need to drop children off at school or safety concerns) can be overcome and advertise the benefits that can be gained through car sharing. This can be provided in the Travel Information Packs.

Initiative 13: Provide information on local car share websites including Liftshare¹¹.

¹¹ <https://liftshare.com/uk>

8 Monitoring and Review

- 8.1 This chapter sets out the processes for monitoring and reviewing the future post occupation Travel Plan.

Monitoring Programme

- 8.2 As previously set out, monitoring will be carried out in Years 1, 3 and 5. It is anticipated that students and staff will be provided with digital travel surveys to complete.
- 8.3 A short Monitoring Report will be prepared following each survey and submitted to LBH. The monitoring reports will summarise survey results, measures implemented to date and measures proposed to be implemented over the following year. It may also be necessary for the Monitoring Reports to suggest alternative measures and initiatives, or revise targets, as appropriate.
- 8.4 In addition to the survey data set out above, the Monitoring Report will provide details of the ongoing cycle parking monitoring undertaken as part of the measures set out previously.

Monitoring Surveys

- 8.5 The TPC will update the measures associated with the post occupation Travel Plan at the time in the context of the travel survey results. The revised measures will be provided in the biennial Monitoring Report which will be issued to LBH for agreement.
- 8.6 The surveys will record as a minimum the 'main mode of travel', 'reason for choice of travel mode', 'place of work', and 'measures that encourage a switch to sustainable alternatives'.

Monitoring Procedure

- 8.7 The TPC will keep the post occupation Travel Plan as a living document by regularly monitoring and reviewing it. This means the document will reflect changing circumstances and encourage the reduction of SOV trips. Monitoring will help to focus the measures on areas where potential for modal shift exists.

Mitigation Measures

- 8.8 As part of the monitoring process, the TPC will consider the implementation of new initiatives or measures should targets not be met. If the site does not meet the targets after the first and third year,

the TPC will first consult with LBH to identify any circumstances outside of the developer's control that may have led to the mode share targets not being achieved. LBH will then advise either:

- the survey results should stand unchanged;
- that the TPC should alter the survey results in a specific way; or
- the results are not a breach of the targets.

8.9 No further measures will be sought if the site does not meet the targets after the fifth year, as by that stage, all practical initiatives and measures will have been explored and the opportunity for further changes will have been taken up.

9 Action Plan

9.1 The following table sets out the predicted TP actions and timescales.

Table 9.1 Timescales

Action	Timeframe
Construction commencement	TBC
Appoint TPC	Before first occupation
Travel Plan Information Pack	Before first occupation
Baseline Travel Survey	75% occupancy or 6 months post first occupation if earlier
Post-occupation TP submission	3 months after initial travel survey
Year 1 Travel Survey	12 months after initial travel survey
TPC will complete Year 1 Monitoring Report	3 months after year 1 travel survey
Year 3 Travel Survey	36 months after initial travel survey
TPC will complete Year 3 Monitoring Report	3 months after year 3 travel survey
Year 5 Travel Survey	60 months after initial travel survey
TPC will complete Year 5 Monitoring Report	3 months after year 5 travel survey