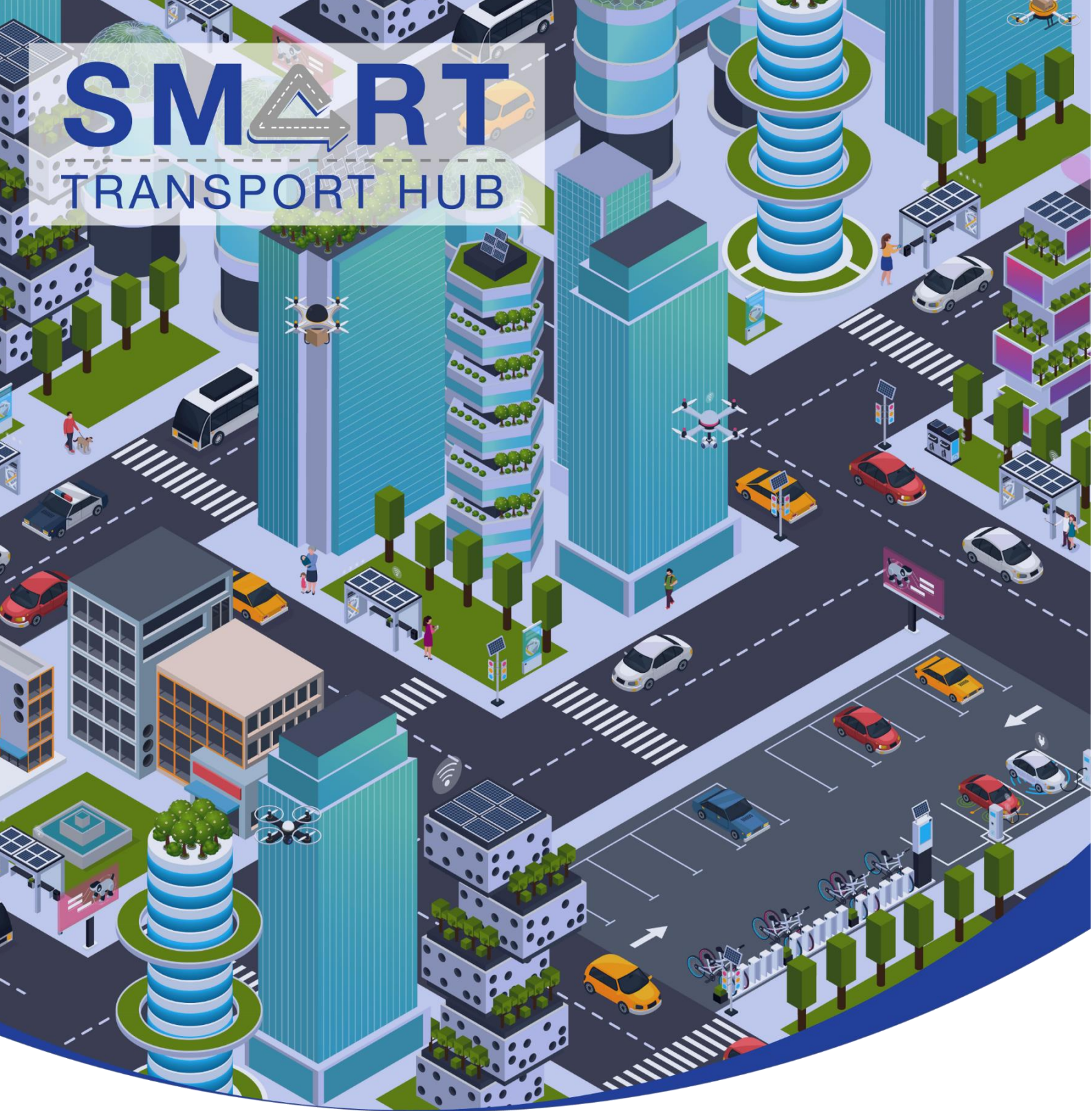




# SMART TRANSPORT HUB

## Outline Travel Plan

13 Bedford Road, London, N22 7AU



282 Chase Road, Southgate  
London, N14 6NZ, UK  
0203 6338618  
07506 739326  
[info@smartransport.co.uk](mailto:info@smartransport.co.uk)

On Socials



[/company/smart-transport hub](https://www.linkedin.com/company/smart-transport-hub)



[/Smartransport\\_H](https://twitter.com/Smartransport_H)



**Document Reference:** STH-804-001-TP01

---

|              |             |                         |                               |                               |
|--------------|-------------|-------------------------|-------------------------------|-------------------------------|
| <b>Issue</b> | <b>Date</b> | <b>Prepared by</b>      | <b>Checked by</b>             | <b>Approved by</b>            |
| TP01         | 13/12/23    | J. Pilley<br>Consultant | C. Constantinides<br>Director | C. Constantinides<br>Director |

**Comments**

---

## CONTENTS

|                                            |           |
|--------------------------------------------|-----------|
| <b>1. INTRODUCTION .....</b>               | <b>3</b>  |
| General .....                              | 3         |
| Site Location .....                        | 3         |
| Proposal Context .....                     | 4         |
| Overview .....                             | 4         |
| Document Structure .....                   | 4         |
| <b>2. BASELINE CONDITIONS .....</b>        | <b>6</b>  |
| Site Location .....                        | 6         |
| Walking .....                              | 6         |
| Cycling .....                              | 6         |
| Public Transport Accessibility .....       | 7         |
| Bus Services .....                         | 8         |
| Underground / Rail .....                   | 8         |
| Highway Context .....                      | 9         |
| <b>3. TRAVEL PLAN STRATEGY .....</b>       | <b>10</b> |
| Sustainable Travel Manager .....           | 10        |
| Travel Plan Co-ordinators .....            | 10        |
| Marketing .....                            | 10        |
| Securing the Travel Plan and Funding ..... | 11        |
| Monitoring .....                           | 11        |
| <b>4. TRAVEL PLAN .....</b>                | <b>12</b> |
| Introduction .....                         | 12        |
| Forecast Mode Share .....                  | 12        |
| Objectives .....                           | 12        |
| Targets .....                              | 13        |
| Action Target .....                        | 13        |
| Aim Target .....                           | 13        |
| Measures .....                             | 14        |
| Travel Pack .....                          | 14        |
| <b>5. MONITORING AND REVIEW .....</b>      | <b>16</b> |
| Overview .....                             | 16        |
| <b>6. ACTION PLAN .....</b>                | <b>17</b> |
| Overview .....                             | 17        |

## TABLES

|                                                                 |    |
|-----------------------------------------------------------------|----|
| Table 1: Haringey 009B - Method of Travel to Work Results ..... | 12 |
|-----------------------------------------------------------------|----|

Table 2: Travel Plan Action Plan .....17

**FIGURES**

Figure 1: Site Location Plan..... 3

Figure 2: TfL TIM Cycling Extract ..... 7

Figure 3: PTAL Summary ..... 8

Figure 4: Alexandra Palace CPZ ..... 9

## 1. INTRODUCTION

### General

- 1.1. Smart Transport Hub ('STH') has prepared this Outline Travel Plan in support of the proposals to redevelop the site at 13 Bedford Road, London, N22 7AU ('the site').
- 1.2. The site falls within the administrative boundary of the London Borough of Haringey (LBH) who form the local planning authority and the local highway authority.
- 1.3. This document should be read in conjunction with the Transport Statement submitted in support of the application.

### Site Location

- 1.4. The site is bound to the north by residential properties, to the east by Bedford Road, to the south by Alexandra Park Road and to the west by an area of hardstanding accessed from Alexandra Park Road.
- 1.5. For context, the location of the site is presented in [Figure 1](#).

Figure 1: Site Location Plan



## Proposal Context

- 1.6. The proposals seek to comprehensively redevelop the site to provide a residential led mixed use scheme, comprising 12 residential flats (Use Class C3) and ground floor commercial uses (Use Class E).
- 1.7. Due to the scale of the proposals and given the end occupants of the commercial uses are unknown, the primary emphasis of the Travel Plan will be on residential use and seeking to encourage future residents to utilise the most sustainable form of transport for their trips.

## Overview

- 1.8. Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as "a long-term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."
- 1.9. A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of the Development, its design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.
- 1.10. This Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.11. The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer and/or the specific end occupiers.
- 1.12. A Travel Plan Coordinator (TPC) will be appointed before occupation to implement the Travel Plan. The TPC will be responsible for coordinating the operation and management of each Travel Plan, with tenant representatives being responsible for the day-to-day basis of the Travel Plan. The TPC will report periodically to the LBH Travel Plan officers.
- 1.13. It is anticipated that a planning condition will be imposed requiring the implementation of an approved Travel Plan (which will be substantially based upon this document) before the occupation of the proposed development. The developer will initially fund the Travel Plan and TPC.
- 1.14. This document has been produced in accordance with the current TfL guidance on the production of Travel Plans and in line with the following policy documents:
  - National Planning Policy Framework (2021) and National Planning Practice Guidance (2014);
  - Regional Policy, namely the London Plan (2021) and Mayor's Transport Strategy (2018); and
  - Haringey Local Plan (2017) and Haringey Development Management Development Plan Document ('DPD', 2017).

## Document Structure

- 1.15. The remainder of this draft Travel Plan is structured as follows:

- Section 2: provides details of the baseline conditions and site accessibility;
- Section 3: summarises the Travel Plan strategy;
- Section 4: describes the Travel Plan measures;
- Section 5: sets out the mechanisms to monitor and review the Travel Plan; and
- Section 6: sets out the Travel Plan action plan.

## 2. BASELINE CONDITIONS

### Site Location

- 2.1. The site is located to the north of the Bedford Road / Alexandra Park Road priority junction, to the west of Alexandra Palace Station by approximately 110m.
- 2.2. The site is bound to the north by residential properties, to the east by Bedford Road, to the south by Alexandra Park Road and to the west by an area of hardstanding accessed from Alexandra Park Road.

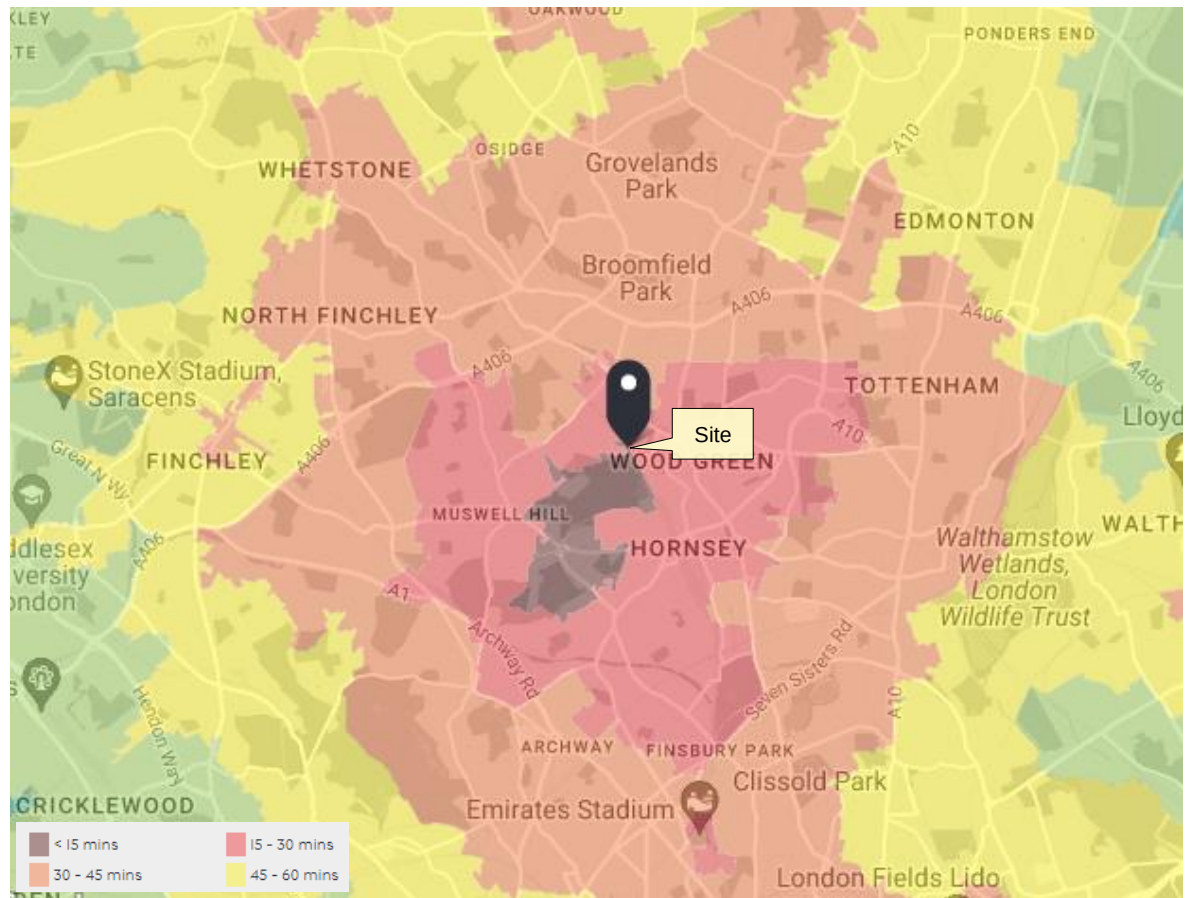
### Walking

- 2.3. It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.4. Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 2.5. The site is located within walking distance of a number of essential residential amenities, owing to the close proximity to the local centre of Alexandra Palace, with the associated amenities and facilities that it provides.
- 2.6. Wide footways are provided on both sides of all the roads in the immediate vicinity of the site, with a controlled pedestrian crossings to the south assisting pedestrians with getting across Bedford Road.
- 2.7. To encourage multi modal travel, the site is within a short walk (less than 200m - or up to four minutes) of Alexandra Palace Station, as well as being within 50m of the bus stops on Bedford Road.
- 2.8. Based on the surrounding network and proximity to local amenities, the site can therefore be considered as a 'walkable neighbourhood.'

### Cycling

- 2.9. The local area can generally be considered to cycling, with the local roads wide and subject to 20mph speeds.
- 2.10. [Figure 2](#) presents an extract from the TfL Time Mapping (TIM) tool, highlighting the locations that can be reached within 30 minutes of cycling, including Wood Green, Edmonton, Tottenham and Finsbury Park.

Figure 2: TfL TIM Cycling Extract



## Public Transport Accessibility

- 2.11. The Public Transport Accessibility Level (PTAL) measure is widely used within Greater London, with TfL producing a guidance document on the methodology to be adopted when undertaking a PTAL assessment. The PTAL scoring system ranges from 0 (worst) to 6b (best).
- 2.12. The assessment methodology reflects:
  - Walking time from the point of interest to the public transport access points;
  - The reliability of the service modes available;
  - The number of services available within the catchment; and
  - The level of service at the public transport access points – i.e., average waiting time.
- 2.13. As indicated on [Figure 3](#), the site has a PTAL score of 5, which is classified as a good level of accessibility.



## Highway Context

- 2.17. The existing access to the site is from Bedford Road. Bedford Road fronting the site runs from Alexandra Palace in the south west through to the Buckingham Road / Palace Gates Road mini roundabout junction in the north. In the vicinity of the site, there is on-street parking intermittently on both sides of Bedford Road, as well as two bus stops and three disabled car parking spaces.
- 2.18. Alexandra Park Road runs east to west, connecting Bedford Road in the east through to Palace Gates Road in the west, with on-street car parking on both sides of the road.
- 2.19. The surrounding area is subject to car parking controls and falls within the Alexandra Palace Controlled Parking Zone (CPZ) which is in operation Monday to Friday 12pm to 2pm.
- 2.20. For completeness, the extent of the surrounding CPZ is shown in [Figure 4](#).

Figure 4: Alexandra Palace CPZ



### **3. TRAVEL PLAN STRATEGY**

#### **Sustainable Travel Manager**

- 3.1. A Sustainable Travel Manager (STM) will be appointed to take responsibility for the site management of the plan and for ensuring its delivery.
- 3.2. The STM role for the site will be fulfilled by an appointed consultant or the Estate Management Company. It will be the responsibility of the developer (or their successors) to ensure that an STM is appointed before the first occupation of the site. The roles and responsibilities of the STM are set out below:
- Ensuring the structures for the ongoing management of the plan are set up and running effectively;
  - Liaising with public transport operators and other service providers;
  - Overseeing the monitoring and reporting of the Travel Plan, including liaising with the Local Authority where appropriate; and
  - The Travel Plan's administration involves the maintenance of necessary systems, data and paperwork, consultation, and promotion. These duties are ongoing throughout the duration of the Travel Plan.

#### **Travel Plan Co-ordinators**

- 3.3. To ensure the adoption of the Travel Plan, the STM will be assisted in delivering the measures by Travel Plan Co-ordinators (TPCs). The STM will facilitate the appointment of TPCs for residential and workplace elements and work with the appointed TPCs to promote the Travel Plan. The TPC's role will involve:
- Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to residents and visitors;
  - On-site coordination of data collection for the plan;
  - Helping establish and promoting the individual measures in the plan;
  - Providing on-site support to the STM, as required, and
  - Implementing any additional measures.

#### **Marketing**

- 3.4. It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan. The strategy will also help to disseminate travel information and information regarding the facilities provided.
- 3.5. Residents and tenants will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures. Marketing will be undertaken between the point of sale and the first occupation of each dwelling, as well as prior to the occupation of the Class E commercial units.

### **Securing the Travel Plan and Funding**

- 3.6. The Travel Plan will be secured by a planning condition or through the Section 106 legal agreement.
- 3.7. Funding for the implementation of the Travel Plan is to be secured by the developer (or their successors). The costs will relate to implementing measures outlined within the Travel Plan and any surveys and monitoring.

### **Monitoring**

- 3.8. It is proposed that Travel Plan monitoring is coordinated between all elements of the site where possible. The STM will be able to manage the process and report findings in a Monitoring Report. The coordination of Travel Plan monitoring will also assist the Local Authority in assessing the performance of the overall site-wide Travel Plan. The travel surveys for each element will therefore be carried out at the same time once trigger points have been reached.
- 3.9. The cycle parking will also be monitored regularly to ensure it is kept in excellent condition and remains attractive for both workers and residents to use.

## 4. TRAVEL PLAN

### Introduction

- 4.1. This chapter summarises the land-use specific travel patterns, outcomes and targets and measures to support the achievement of these. An action plan at the end of the chapter summarises the specific actions and associated timescales, responsibilities, and funding sources for each.

### Forecast Mode Share

- 4.2. The forecast mode share as presented in the support TS is provided in [Table 1](#).

Table 1: Haringey 009B - Method of Travel to Work Results

| Mode                         | Modal Share |
|------------------------------|-------------|
| Work from home               | 8%          |
| Underground                  | 30%         |
| Train                        | 20%         |
| Bus, minibus or coach        | 7%          |
| Taxi                         | 0%          |
| Motorcycle, scooter or moped | 1%          |
| Driving a car or van         | 22%         |
| Passenger in a car or van    | 2%          |
| Bicycle                      | 4%          |
| On foot                      | 4%          |
| <b>Total</b>                 | <b>100%</b> |

- 4.3. Upon occupation of both the residential (subject to phasing and occupation thresholds to be agreed with LBH), surveys will be undertaken to inform the baseline mode share for the mode share to the site.
- 4.4. The Travel Plan will be monitored on a five-year cycle. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.

### Objectives

- 4.5. TfL's guidance identifies that Travel Plans should include targets to reduce single-occupancy vehicle trips but should also consider and relate to targets specified in the Mayor's Transport Strategy (e.g. to increase cycling). In addition, they should support objectives set out in a borough's local policy documents.

- 4.6. TfL's guidance document entitled Travel Planning Guidance (November 2013) identifies that the objectives and targets set out in the Travel Plan should be initially based on trip rates and modal splits agreed in the TS and that a Travel Plan seeks:
- To raise awareness of sustainable modes of travel available at the site;
  - To raise awareness of the health and fitness benefits of walking and cycling for short journeys; and
  - To facilitate and encourage travel by sustainable modes.

### **Targets**

- 4.7. Targets are tailored to deliver the objectives of the Travel Plan and must be Specific; Measurable; Achievable; Realistic, and Timed (SMART).
- 4.8. Two types of targets are considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a TPC, whilst 'Aim' type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type targets and 'Aim' type targets.

### **Action Target**

- 4.9. The following Action targets are proposed:
- Raise resident's awareness of sustainable travel opportunities and their benefits at the first occupation of each unit and in particular:
  - How to contact the TPC;
  - The available bus services;
  - The rail services which are available;
  - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
  - The cycle parking facilities provided for residents within the building and the health benefits of cycling; and
  - Provide high quality cycle parking.
- 4.10. Achieving this specific and timed target will be measured by implementing marketing and awareness-raising measures which will be reported to the Local Authority.

### **Aim Target**

- 4.11. As the site is proposed as car-free, the aim target will be to ensure this is achieved and to meet the aims set out within the Mayor's Transport Strategy for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041 from the initial occupation.
- 4.12. It is also proposed to target an overall increase for active travel trips (walking and cycling) by a 10% over a five year period, from the initial survey of the development.

## Measures

- 4.13. This section outlines the measures which will be implemented on the site to achieve the objectives. These measures form the core of the residential Travel Plan. The measures have been grouped into two types as follows and considered in turn in the following sections:
- 'Hard' engineering measures incorporated into the design; and
  - 'Soft' marketing and management measures ensure that sustainable travel behaviour is maximised.
- 4.14. Physical aspects of the design of the proposed Development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the Development are discussed individually below. These measures would be provided before the occupation of the site and would be funded by the developer, as follows:
- Car-free: the development will be 'car-free', which will be secured by way of legal agreement and restriction for CPZ permit eligibility.
  - Cycle Parking: cycle parking will be provided in line with London Plan (2021) standards to encourage cycle ownership and use. The cycle parking provision will be monitored throughout the operational lifecycle of the proposed development, being kept in working order and in excellent condition. Wayfinding information will be provided to assist with navigation.
- 4.15. The location of the site, its design, and its proximity to public transport services within the surrounding area will create all of the conditions to make sustainable travel choices a natural option.
- 4.16. However, it is also recognised that a communication strategy is a key to the success of the Travel Plan. Details of the communication strategy for the site are set out below.

## Travel Pack

- 4.17. Residents of new dwellings and occupant of the commercial units will be provided with a Travel Pack upon the first occupation.
- 4.18. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants, including:
- Promotion of local, sustainable travel networks, including:
    - The available bus services;
    - The National Rail services which are available, and
    - The local cycle routes are available.
  - Links to relevant public transport travel information websites (such as the TfL journey planner) will be provided.
  - Promotion of local amenities: The Travel Pack will include the locations of many of the nearby key amenities and encourage trips by foot.
  - Promotion of the cycle parking: Making residents aware of the cycle parking which is available to them.
  - Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cyclist organisation with local groups throughout London. Local LCC groups promote cycling locally,

improve conditions for cyclists in their borough and organise leisure rides and social events whilst providing support for cyclists. The benefits on offer to LCC members include discounts at bike shops in London; exclusive cycle theft insurance packages; free third-party insurance for damage or injury up to the value of £1 million; access to local LCC borough groups; and free legal advice. The details of the local LCC group, together with membership information, will be included within the resident Travel Pack.

- Promotion of health benefits associated with alternative modes of transport: The Travel Pack will provide details of the health benefits of walking and cycling regularly.
  - Details of carbon footprinting: provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost-saving benefits associated with sustainable travel and reducing car usage.
  - Promotion of key services and facilities: Full details of the key services and facilities provided by the Travel Plan will be included in the Travel Pack, including:
    - the availability of broadband internet and the benefits of home working;
    - nearby car club facilities and where to find information about using the service, and
    - the residential delivery lockers.
- 4.19. The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.
- 4.20. The Travel Pack will be available in both hard copy and electronically. The Travel Plan will be updated periodically and redistributed in electric form.

## **5. MONITORING AND REVIEW**

### **Overview**

- 5.1. The Travel Plan will be monitored on a five-year cycle. The first and second monitoring surveys will be undertaken at Years 1 and 3 (on the first and third anniversary of the initial baseline travel survey). The final monitoring survey will be carried out on the fifth anniversary of the initial baseline survey.
- 5.2. The timings for the baseline travel surveys will be agreed with LBH once the construction and occupation programme is confirmed, which will be detailed within the final Travel Plan.
- 5.3. This baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0. The exact requirements for the monitoring and baseline surveys will be discussed with the local authority.
- 5.4. Monitoring and review will be the responsibility of the TPC, the details of which will be agreed within the full Travel Plan.
- 5.5. The monitoring of surveys will allow the approving authority to understand emerging travel behaviour at the Development and make an informed decision about what actions should be taken at this stage.
- 5.6. Further measures for the approval of the Local Authority will be investigated and brought forward as part of the monitoring report if targets appear unlikely to be achieved. Such measures would be binding and subject to a further monitoring period to be agreed with LBH.

## 6. ACTION PLAN

### Overview

- 6.1. The programme for implementing the Travel Plan measures is set out in [Table 2](#). This sets out tasks, intended implementation dates and responsibilities. The funding and responsibility will pass on to the developers' successors if the site is sold on.

Table 2: Travel Plan Action Plan

| Action                                                             | Target (Values)                                     | Target Date                                              | Funding   | Indicator                                                             | Owner     |
|--------------------------------------------------------------------|-----------------------------------------------------|----------------------------------------------------------|-----------|-----------------------------------------------------------------------|-----------|
| Appointment of TPC                                                 | N/A                                                 | Prior to occupation                                      | Developer | Appointment of TPC                                                    | Developer |
| Agree on Travel Plan Objectives and Targets with Local Authority.  | N/A                                                 | Prior to occupation                                      | Developer | The agreement is reached with the Local Authority                     | Developer |
| Agree on Travel Plan Measures and Travel Pack with Local Authority | N/A                                                 | Prior to occupation                                      | Developer | The agreement is reached with the Local Authority                     | TPC       |
| Provision of cycle parking secured through planning                | In accordance with London Plan requirements         | Prior to occupation                                      | Developer | Completion of cycle parking and it is made available for resident use | Developer |
| Dissemination of the Travel Pack to each unit                      | One Travel Pack per dwelling                        | At the first occupation of each dwelling                 | Developer | Dissemination of the Travel Pack to each dwelling                     | Developer |
| Action Monitoring and reporting to Local Authority                 | N/A                                                 | Following the first occupation                           | Developer | Receipt of reports by Local Authority                                 | Developer |
| Undertake initial travel surveys                                   | N/A                                                 | Within six months of reaching 75% occupation of the site | Developer | Receipt of survey results                                             | TPC       |
| Agree on target values for mode split with Local Authority         | Target subject to negotiations with Local Authority | One month after the initial travel survey undertaken     | Developer | Receipt of a written agreement of targets.                            | TPC       |
| Undertake travel surveys and analysis for the duration of the      | N/A                                                 | Every other anniversary of the initial                   | Developer | Receipt of survey results                                             | TPC       |

| Action                                                                                                                                                         | Target (Values)                                              | Target Date                                                                             | Funding   | Indicator                 | Owner |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------|---------------------------|-------|
| monitoring period and discuss results with the Local Authority                                                                                                 |                                                              | travel surveys up to the 5th anniversary                                                |           |                           |       |
| Propose and bring forward further measures for the approval of the Local Authority as part of the monitoring report if targets appear unlikely to be achieved. | Implement further measures to be agreed with Local Authority | Between every other anniversary of the initial travel surveys up to the 5th anniversary | Developer | Receipt of survey results | TPC   |