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transport planning specialists

Verity Trustees Ltd

Unit 39 Queen Street,
Tottenham

Framework Travel Plan

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Appendices

Appendix A - Bus Map

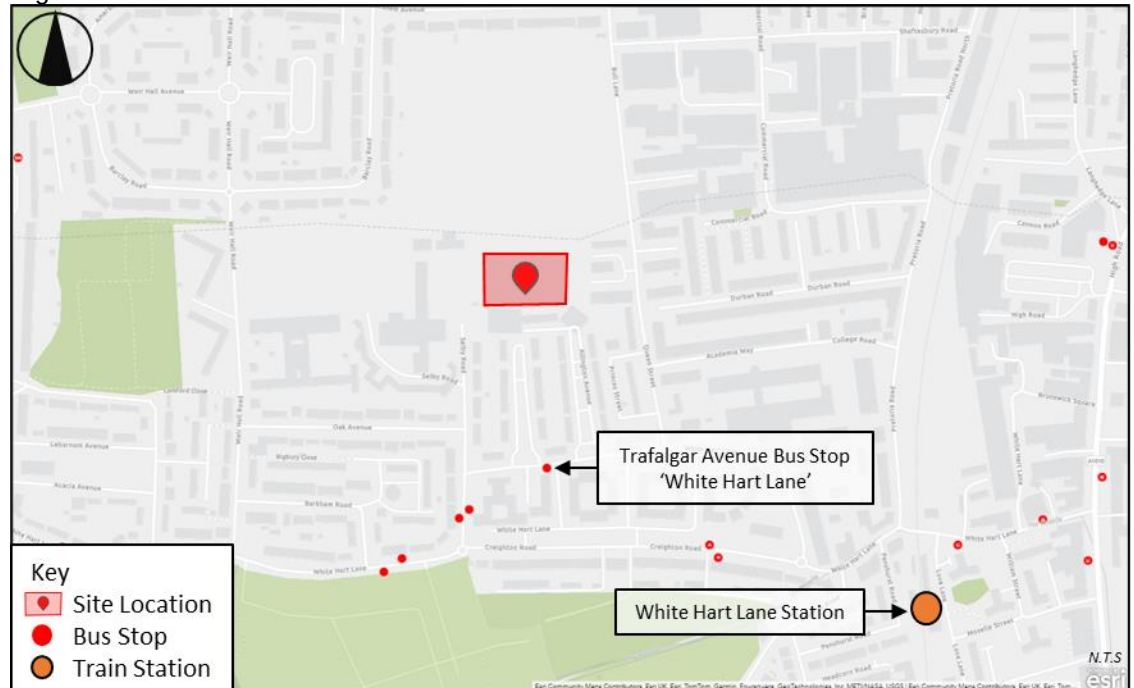
Appendix C - Travel Questionnaire

1 INTRODUCTION

Overview

- 1.1 This Framework Travel Plan has been prepared by TTP Consulting on behalf of Verity Trustees Ltd (the Applicant) in relation to the proposals for the Booker Warehouse on Queen Street, Tottenham, located in the London Borough of Haringey.

Figure 1.1: Location Plan



- 1.2 The description of development is as follows:

“Redevelopment of site for industrial and warehousing purposes (within Classes E(g)(ii), (iii), B2 and B8, with ancillary office accommodation) along with related access, service yard, car and cycle parking, landscaping, boundary treatment and other related works including demolition.”

- 1.3 The new building will provide three units offering modern commercial floorspace that has been designed to cater for the needs of prospective tenants. This document will be used by Occupiers of the warehouse units to prepare a Travel Plan / Travel Information Pack within one month of opening for trading to include contact details for the Travel Plan Co-ordinator along with employee numbers:

- Occupiers with more than 25 Full Time Equivalent employees will need to a Full Travel Plan, with targets to reduce mode share to single occupancy car trips.

- Occupiers with those with less than 25 Full Time Equivalent employees will provide all staff with a Travel Information Pack.
- 1.4 A Travel Plan is a long-term strategy which sets out the principles and a range of measures to ensure that travel made by staff and visitors is carried out in the most sustainable means possible and to minimise the impact of the proposals on the transportation network including reducing reliance on the private car. This is achieved by setting out a strategy for eliminating the barriers keeping employees and visitors from using sustainable modes, which in effect can self-manage single-occupancy vehicle use. The Travel Plan includes a range of hard and soft measures that will be implemented by the Occupiers to promote sustainable travel.
- 1.5 The primary objective of a Travel Plan is to reduce unnecessary vehicular trips and to increase the use of alternative, more sustainable modes of transport and in particular walking and cycling. It has been prepared in accordance with Travel Plan best practice and guidance taking into account prevailing conditions.
- 1.6 The responsibility for developing and progressing the various levels are as follows:
- The Applicant is responsible for the preparation of the Framework Travel Plan and draft Travel Information Pack.
 - Tenants are responsible for preparing Individual Travel Plans (the Travel Plan).
 - Tenants are responsible for finalising and funding the implementation of the Travel Plan. and
 - The Travel Plan Co-ordinator is responsible for overseeing the day to day operation of the Travel Plan.

Benefits of a Travel Plan

- 1.7 The achievement of the objectives will bring about a range of benefits as follows:
- 1.8 Employee benefits:
- An excellent opportunity for exercise through cycling and walking.
 - The opportunity to save money by using alternative modes of travel to the car.
 - Improved quality and reliability of journeys to and from work.
 - Improved environment for living and working.
- 1.9 Occupier benefits:
- A demonstration of the environmental credentials of the organisation.
 - Reduced infrastructure and maintenance costs associated with parking.
 - An incentive to recruiting and retaining staff through travel benefits.
 - A healthier and more productive workforce.

1.10 Wider community benefits:

- A more measured level of traffic generated by the Site and therefore less impact on the highway network.
- Improvements to congestion levels, delay and queuing.
- On-going improvements to air quality and noise.

Estate Manager

1.11 Contact details for the Estate Manager are as follows:

Name: _____

Tele: _____

Email: _____

Travel Plan Administrator / Co-ordinator

1.12 Tenants with fewer than 25 Full Time Equivalent staff will appoint a Travel Plan Administrator prior to opening their Unit for trading.

1.13 Tenants required to prepare a Full Travel Plan will appoint a Travel Plan Co-ordinator prior to opening their Unit for trading.

1.14 The following contact details will be included in the Travel Plan:

Name: _____

Tele: _____

Email: _____

Structure of Report

1.15 This document has been prepared as a standalone document and includes all necessary information to enable the Travel Plan to be effectively implemented and monitored. It will be used by Tenants to prepare Travel Plans for their Unit with the format of the Travel Plan being agreed with the Council. The remainder of this Plan is structured as follows:

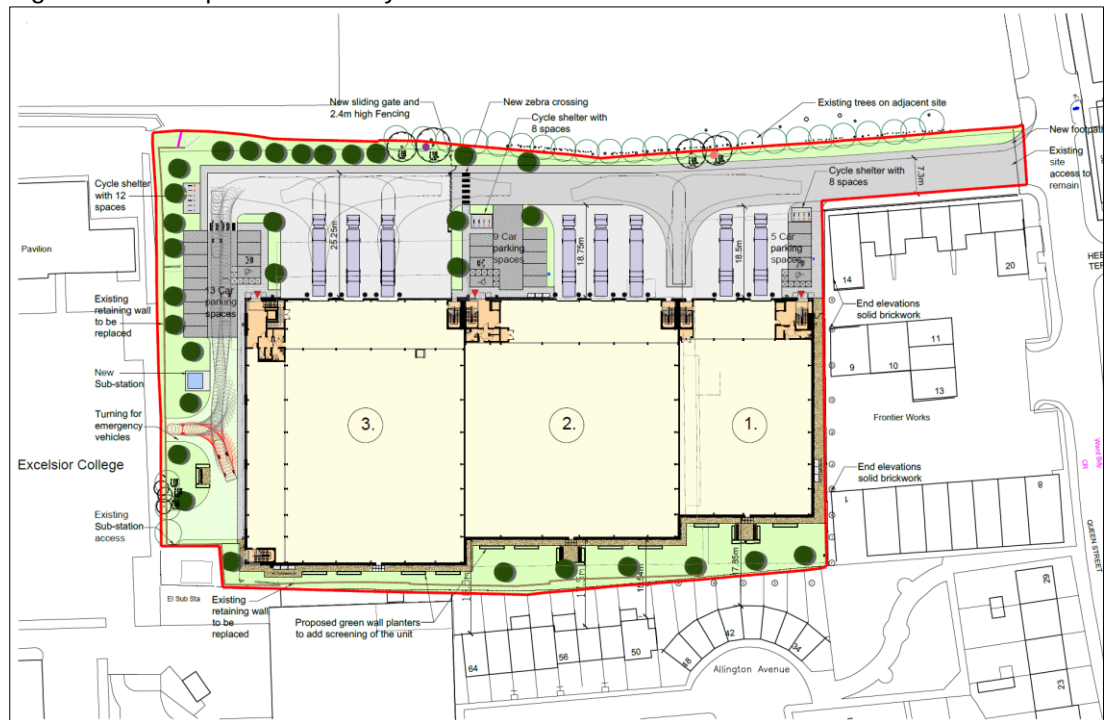
- Section 2 - Describes the accessibility and travel patterns of the Site;
- Section 3 - Sets out the objectives and targets of the Travel Plan;
- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Identifies the measures and initiatives that will be implemented;
- Section 6 - Details the review and monitoring programme; and
- Section 7 - Outlines the Action Plan for the Travel Plan.

2 ASSESSMENT

The Development

- 2.1 The new building will provide three units offering modern commercial floorspace that has been designed to cater for the needs of prospective tenants. There will be HGV loading bays, car parking spaces with electric charge facilities and cycle parking provision. An extract of the layout plan is shown in Figure 2.1.

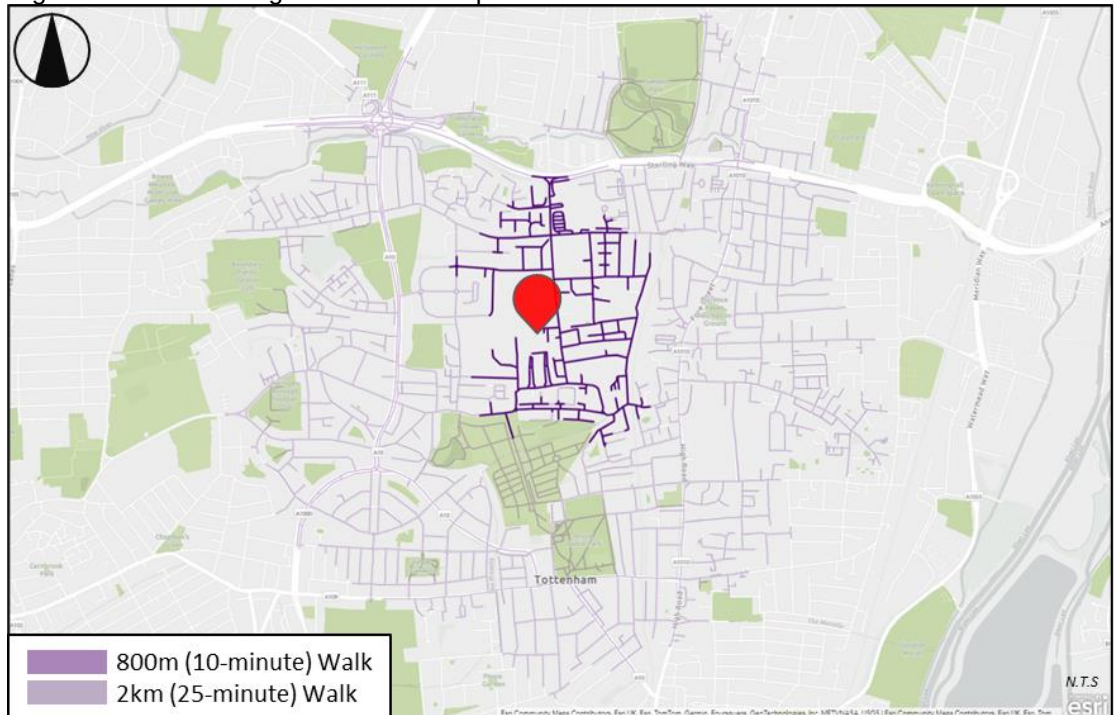
Figure 2.1: Proposed Site Layout Plan



Accessibility on Foot

- 2.2 Walking is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, route direction and journey purpose. It is generally accepted that a distance up to 2km is the maximum over which walking might replace car trips. Footways on both sides of Queen Street provide connections to local amenities and public transport opportunities in the wider area.
- 2.3 Figure 2.2 provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site. The map shows that residential areas within Tottenham are accessible within a 25-minute walk.

Figure 2.2 – Walking Isochrone Map



2.4

Table 2.1 sets out details of distances between the site and public transport opportunities and local amenities. This illustrates that there are a number of public transport facilities within a short walking distance of the site as well as a number of local amenities in the local area.

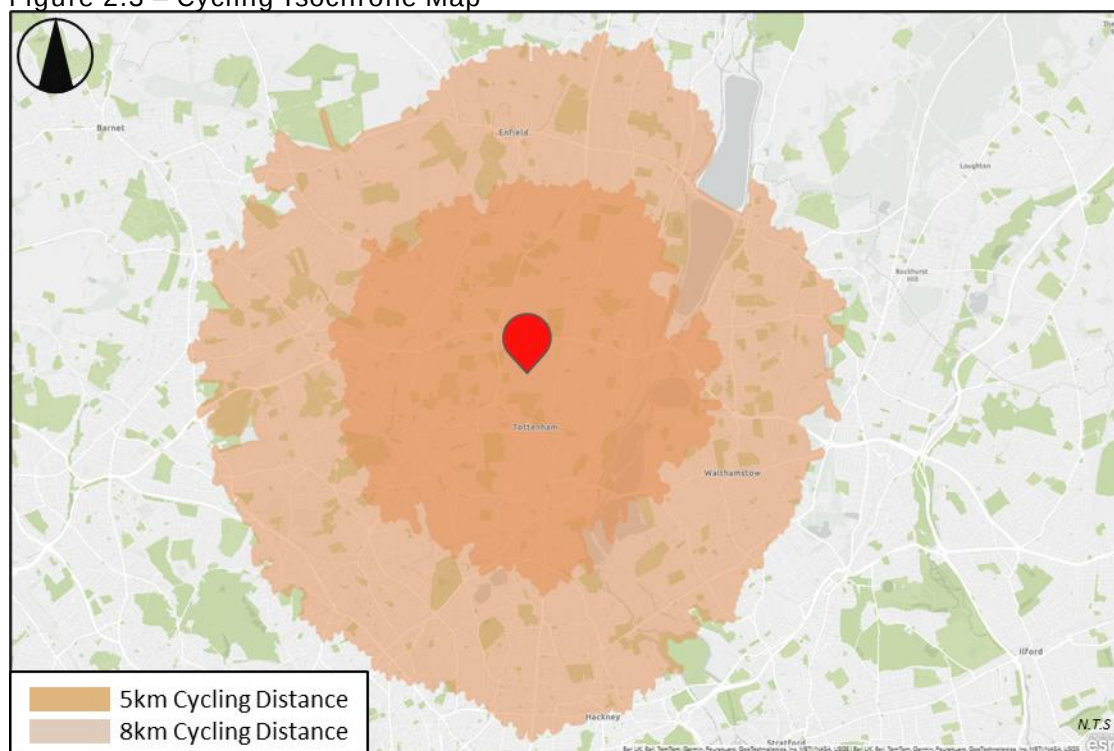
Table 2.1: Approximate Distances to Local Public Transport Opportunities			
Amenity	Location	Distance	Approximate Walking Time*
Public Transport Opportunities			
Bus Stop 'Trafalgar Avenue White Hart Lane'	White Hart Lane	480m	6-minutes
Bus Stop 'North Middlesex Hospital' (Stop Z)	Bridport Road	480m	7-minutes
Bus Stops 'Haringey Sixth Form College' (Stops A & H)	Creighton Road	480m-550m	8-minutes
Bus Stops 'Selby Road White Hart Lane' (northbound and southbound)	White Hart Lane	640m	8-minutes
Bus Stop 'North Middlesex Hospital' (Stop S)	Bull Lane	640m	9-minutes
White Hart Lane Station	Love Lane	800m	10-minutes
Silver Street Station	Sterling Way	1.4km	18-minutes
Amenities			
Bull Lane Playing Fields	Bull Lane	320m	3-minutes
Gospel Centre Church	Queen Street	320m	5-minutes
Haringey Sixth Form College	White Hart Lane	480m	7-minutes
Day Lewis Pharmacy Tottenham	Creighton Road	640m	8-minutes
North Middlesex University Hospital	Sterling Way	640m	9-minutes

Devonshire Hill Nursery and Primary School	Wier Hall Road	960m	13-minutes
Wilbury Primary School	Wilbury Way	960m	14-minutes
Weir Hall Park	Wilbury Way	1.1km	14-minutes
The Antwerp Arms	Church Road	1.1km	15-minutes
Sainsbury's	Northumberland Park	1.1km	15-minutes
Tottenham Hotspur Stadium	High Road	1.1km	16-minutes
*Based on 80m per minute walking speed			

Access by Bicycle

- 2.5 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. Figure 2.3 shows a 5km and 8km cycling catchment from the site. The map shows that areas including Hackney, Tottenham, Walthamstow and Enfield can be reached within an 8km cycle.

Figure 2.3 – Cycling Isochrone Map



- 2.6 The Transport for London (TfL) Journey Planner tool allows for cycle route planning dependent on the difficulty of the route being fast, moderate or easy. The following stations can be reached from the site in the following times:
- White Hart Lane Overground (2-minutes / 2-minutes / 3-minutes);
 - Silver Street Overground (3-minutes / 4-minutes / 6-minutes);
 - Wood Green Underground (11-minutes / 16-minutes / 19-minutes) and
 - Northumberland Park Rail (6-minutes / 9-minutes / 12-minutes).

Local Improvement Works

Cycleway 1 Bull Lane

- 2.7 Enfield Council website (<https://journeysandplaces.enfield.gov.uk/map/>) provides information regarding the section of Bull Lane that was completed in 2023. An extract from the interactive map is provided in Figure 2.4. Cycleway 1 continues south along Queen Street towards Central London as shown in the extract from Figure 2.5.

Figure 2.4: Cycleway 1

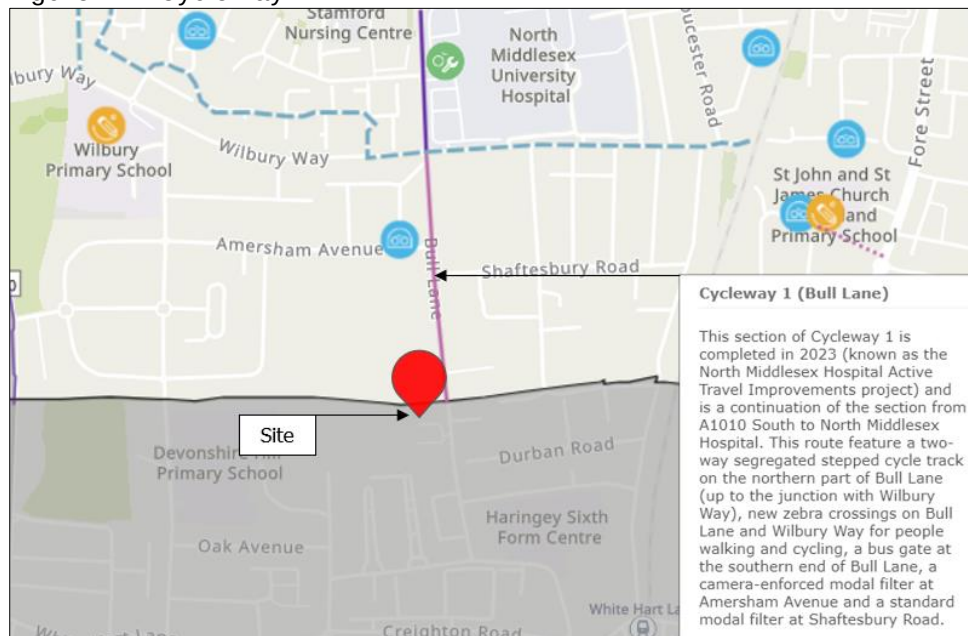
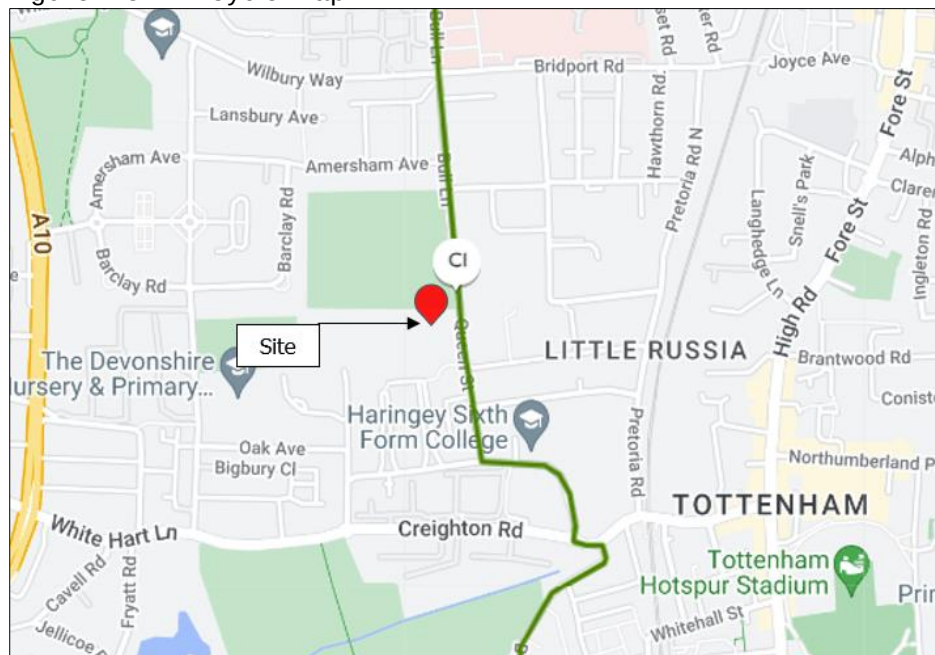


Figure 2.5: TfL Cycle map



Enfield Low Traffic Neighbourhood Schemes

- 2.8 The written pre-application feedback provided a note regarding Enfield Council's Low Traffic Neighbourhood Schemes. The latest information on the Council website is from August 2019, discussing new plans being unveiled, albeit further information has not been released.

Enfield Bus Gate

- 2.9 The bus gate on Bull Lane has been implemented by Enfield Council. The aim is that it will reduce the volume of traffic using Bull Lane and Queen Street as it will remove the cut through used by thousands of vehicles on a daily basis, who are avoiding using the North Circular Road roundabout and the A10. The businesses along Queen Street will remain accessible from the south.

Public Transport Accessibility

By Bus

- 2.10 The closest bus stop is 'Trafalgar Avenue' located on White Hart Lane approximately 480m (6-minutes walk) to the south of the site. The stop offers access to bus route 318 which provides regular access to Stamford Hill and the W3 which provides a service connecting Northumberland Park to Finsbury Park Station.
- 2.11 A summary of local stops and services is provided at Table 2.2, whilst a copy of the relevant TfL bus spider map is contained in Appendix A.

Table 2.2: Summary of Local Bus Services					
Bus Stop	Route		Frequency every 'x' minutes		
	No.	Destination	Mon-Fri	Sat	Sun
Tottenham Cemetery (westbound)	W3	Northumberland Park – Finsbury Park Station	5-9	6-10	9-12
	318	North Middlesex Hospital – Rookwood Road	10-13	11-12	15

By Rail

- 2.12 The closest station is White Hart Lane which is located circa 800m (10-minute walk) southeast of the site. It is served by London Overground trains that operate between London Liverpool Street, Cheshunt and Enfield Town; trains operate on a 15min frequency to and from Liverpool Street, with half hourly services to Enfield Town and Cheshunt.

- 2.13 Silver Street Overground station is also located relatively nearby, approximately 1.4km (18-minute walk or 3-6 minutes cycle) to the northeast, offering access to London Overground trains that operate between the aforementioned services above.

Public Transport Accessibility Level (PTAL)

- 2.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high levels of accessibility.
- 2.15 The site has a PTAL of 2 to 3, with the access point onto Queen Street benefitting from a moderate level of public transport accessibility. The PTAL report would usually be available to append to this report however the Webcat website is currently undergoing maintenance.

Local Highway Network

- 2.16 The site takes access from Queen Street which is a single carriageway two-way road that runs in a north – south orientation between White Hart Lane in the south through to circa 50m north of the site from where it continues as Bull Lane through to the A406 North Circular. The bus gate on Bull Lane has been implemented by Enfield Council, which restricts access for motor vehicles allowing only bus and bicycles, as illustrated by the photograph below which was taken just to the north of the site access.

Photograph - Bull Lane Bus Gate



- 2.17 The Queen Street carriageway is circa 7m wide in the vicinity of the Site, with one lane in each direction, footways along both sides and a mixture of on-street parking, single and double yellow lines. It facilitates access to predominantly commercial and residential properties and is subject to a 20mph speed limit.
- 2.18 White Hart Lane which runs in an east to west orientation between the A105 in the west and the A1010 in the east is a single carriageway, two-way road with one lane in each direction. The carriageway is circa 9m wide with footways on both sides and street lighting at regular intervals.
- 2.19 Traffic conditions in the local and wider area will be influenced by a number of factors including commuting to and from work at the start and end of the working day, schools and retail along with through traffic, and the addition of matchday traffic associated with the Tottenham Hotspur Stadium.

Healthy Streets

- 2.20 The Healthy Streets Approach is a long-term plan for improving Londoners' and visitors' experience, helping everyone to be more active and enjoy the health benefits of using streets on a daily basis. The approach recognises that every street is different, and different elements can contribute to the look, feel and functionality of the street. The ten 'Healthy Streets Indicators', as shown in Figure 2.6, define elements that make streets appealing, healthy and inclusive places, to create a healthy city.

Figure 2.6: The Healthy Streets Indicators



Baseline Mode Share

2.21 The 2011 Census has been examined to establish the method of journey to work for the workplace population. Data taken from the super output area – middle layer (Haringey 006) in which the Site is located is presented in Table 2.3. Although data from the 2021 Census is available, it is not deemed representative given that the census was undertaken during the COVID-19 pandemic at a time when more people than normal were either working at home or furloughed.

2.22 The table shows that 36% of the workplace population drove to / from work with 49% using public transport and 13% either walking or cycling.

Table 2.3: Method of Travel to Work (Haringey 006)		
Mode	Number	Percentage
Underground / Overground	172	18%
Rail	67	7%
Bus	227	24%
Taxi	2	0%
Motorcycle	5	1%
Car Driver	344	36%
Car Passenger	22	2%
Bicycle	21	2%
Walking	101	11%
Total	961	100%

3 OBJECTIVES AND TARGETS

- 3.1 This section sets out the overarching objectives and targets for the Travel Plan along with indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review can be found in Section 6.
- 3.2 Objectives are the high-level aims of the Travel Plan which help to give it direction and provide a clear focus.
- 3.3 Targets are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Travel Plan Co-ordinator will seek to reach within the period covered by this Plan.

Objectives

- 3.4 The Travel Plan's over-riding objective is:
- To engage with and encourage employees to use the most sustainable way of travelling to the workplace through more effective promotion of active modes. This will minimise the impact on the surrounding road and reduce pressure on the public transport network during peak hours.
- 3.5 The sub-objectives are to:
- Increase employee awareness of the advantages and availability of sustainable / active modes of transport;
 - Promote the health and fitness benefits of active travel to all users;
 - Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
 - Reduce unnecessary car and public transport journeys.

Targets

- 3.6 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in Section 6) to ensure they remain SMART (Specific, Measurable, Achievable Realistic and Timed).
- 3.7 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve. Whereas Full Travel Plans would include both Aim and Action Targets, Travel Information Packs provide information for employees and do not include targets.

Action Targets

3.8 The Travel Plan Action Targets will include the following:

- Appoint a Travel Plan Administrator / Coordinator one month prior to opening;
- Launch the Travel Plan within 1 month of opening;
- Promote Walk to Work and National Cycle Week;
- Promote public transport
- Monitor the condition and use of cycle parking and changing facilities
- Carry out the Baseline Travel Survey (Year 0) within 3 months of opening;
- Undertake a Travel Survey within 12 months of the Year 0 Baseline travel survey;
- Prepare a Monitoring Report and submit to the Council for approval within 1 month of the Year 1 survey;
- Undertake Travel Surveys on the 3rd and 5th anniversary of the Year 0 Travel Survey;
- Prepare Monitoring Reports within 1 month of the Year 3 and 5 surveys;

Aim Targets

3.9 The Travel Plan recognises that it is not possible to set accurate targets so far in the future (even when based on the actual Year 0 survey) and as such it should be acknowledged that the targets will change over time as results from on-going monitoring becomes available which will be discussed with the Council.

Table 3.1: Summary of Assumed Baseline Main Mode Share and Target			
Mode	Assumed Base Mode Share*	Year 5 Target	% Change
Public Transport	49%	49%	-
Driving a car or van	36%	26%	-10%
Passenger in a car or van	2%	2%	-
Bicycle	2%	9%	+7%
On foot	11%	14%	+3%

**based on 2011 Census*

3.10 Table 3.1 outlines the targets to be achieved within 5 years of the launch of the Travel Plan. The targets will be revised up (or down) if necessary, following the receipt of the various Travel Surveys acknowledging that travel patterns change with time due to a number of factors including employee home origin and opportunities for sustainable travel. The initial target is to reduce the mode share of private car use by 10% during the course of the Plan with a 10% increase in sustainable modes.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

- 4.1 The Estate Manager will liaise with Travel Plan Co-ordinator / Travel Plan Administrators in relation to the Travel Plan with the aim of ensuring that they are aware of their responsibilities to promote sustainable travel.
- 4.2 The Travel Plan Co-ordinator will be responsible for overseeing the management, development, implementation and review of the Travel Plan for their Unit. The primary responsibilities of this role include:
- The implementation of measures as set out in the Travel Plan;
 - To undertake Travel Surveys in Years 0 (baseline), 1, 3 and 5 where applicable;
 - To oversee the development and implementation of the Travel Plan;
 - Promoting the objectives and benefits of the Travel Plan;
 - Regular updating of this Travel Plan to ensure the travel information available is up to date;
 - Liaison with the Council;
 - Acting as the point of contact for information with employees.
- 4.3 The Travel Plan Administrator will liaise with the Estate Manager and staff in relation to promoting sustainable travel, providing each employee with a copy of the Travel Information Pack.

Marketing Strategy

- 4.4 Each employee will be provided with a Travel Information Pack upon commencement of employment which will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, and contact details for taxi operators.
- 4.5 Employees will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking. In conjunction with the Travel Information Pack, marketing activity will be undertaken.
- 4.6 Visitors will be provided with information on how to travel to the Site using public transport when arranging a meeting.

5 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

- 5.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. The measures are considered as being suitable for the Site. However, the list is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

Measures for Employees

Travel Information Packs

- 5.2 Travel Information Packs will be distributed to all employees digitally and in paper format if requested. The packs will contain a summary of the information provided below that will be useful for employees to make decisions about how to travel in the most sustainable and active manner and will contain the following information:

- Public transport and cycle maps;
- Timetables for local public transport services;
- Details of walk routes and key destinations e.g. local amenities; and
- Details of the Travel Plan Co-ordinator and Travel Plan.

Encouraging Walking

- 5.3 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Furthermore, walking features in most people's journeys, including those who use public transport or those without access to a car.
- 5.4 Walking offers reliable journey times and has an important role to play for journeys made to the workplace, particularly for short journeys.
- 5.5 The Travel Plan Administrator / Co-ordinator will encourage staff who live within walking distance to walk to / from work each day, along with encouraging staff who need to undertake errands during the day to do so on foot wherever possible.

Encouraging Cycling

- 5.6 Cycle parking is provided. The Travel Plan Administrator / Co-ordinator will monitor the condition of the cycle parking to ensure that they are maintained to a suitable standard. The Tenant will be responsible for maintenance or repairs.
- 5.7 The Travel Plan Co-ordinator will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and / or establishing the physical facilities required.
- 5.8 The Travel Plan Co-ordinator will:
- Promotion of the health benefits of cycling;
 - Publicise the availability of cycle parking;
 - Promote events such as National Bike Week and Cycle Training; and
 - Investigate the potential to implementing a “Cycle-to-Work” scheme whereby employees can purchase a bicycle or cycling equipment up to a certain value in a more tax efficient manner.

Encouraging Public Transport

- 5.9 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 and up-to-date details of bus and train services, including route information and service frequencies, will be made available to employees. Traveline and relevant TfL and Council travel websites and enquiry phone numbers will also be promoted through the Travel Packs and at the reception.
- 5.10 Employees will be advised of the best ways to seek out the most-up-to-date travel information for local and national public transport services, including the use of smart phone technology. Further details are available on the TfL website at <https://tfl.gov.uk/>.

Travel by Car

- 5.11 It is recognised that some employees will need to drive to work. However, it is not necessary that each employee who needs to drive travels alone each day, with car sharing a convenient way to reduce the number of vehicles on the road. The Travel Plan Co-ordinator will promote the benefits of car sharing for when employees may need to use a car.

Provision for People with Disabilities & Visual Impairment

- 5.12 Each unit is provided with a parking space in front of reception that is reserved for Blue Badge holders with level access provided between the parking space and entrances to the warehouse.
- 5.13 Provision for people with disabilities has been built into the design with the following initiatives / design features / measures present:
- Internal stairs have refuge points;
 - Wheelchair accessible lift facilities for use by staff to reach mezzanine level; and,
 - All corridors, entrances and access routes are level and of suitable width to allow for wheelchair access.
- 5.14 The Travel Plan Co-ordinator will, through dialogue with the LPA (if necessary / appropriate), also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:
- All dropped kerbs to contain tactile paving of the appropriate colour,
 - Audible pedestrian crossing tones where appropriate; and
 - Rotating cones on signalised pedestrian crossings.

6 MONITORING AND REVIEW

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

- 6.2 The monitoring of the Travel Plan will take place through the five-year life span of the plan. All monitoring will follow the most relevant up to date guidance and will be the responsibility of the Travel Plan Co-ordinator.
- 6.3 The monitoring process will start with the implementation of the Travel Plan with the Travel Plan Co-ordinator monitoring the condition of the cycle parking and changing facilities on a frequent basis along with liaising with staff on travel related subjects. Year 0 Baseline surveys will be undertaken within 3 months of the Unit opening for trading when implementing a Full Travel Plan.
- 6.4 Further Travel Surveys will be undertaken on the 1st, 3rd and 5th anniversary of the Year 0 Baseline survey when implementing a Full Travel Plan.
- 6.5 Where appropriate, the Travel Plan Co-ordinator will submit a Monitoring Report to the Council within 2 months of each Travel Survey. The Monitoring Report will include the results of the survey along with details of any new measures introduced and a general summary.
- 6.6 A copy of the draft Travel Survey Questionnaire is included at Appendix B.

Review

- 6.7 The review of the Travel Plan which will be carried out after each monitoring survey in consultation with Council Travel Plan officers will consider the following:
- The success of the measures since the previous review;
 - The need to amend or introduce new targets; and
 - The need to change or introduce new measures.
- 6.8 The Travel Plan Coordinator will review the Travel Information Pack annually on the anniversary of the implementation of the Travel plan to ensure that it is up to date, with updated Travel Information Packs issued to staff.

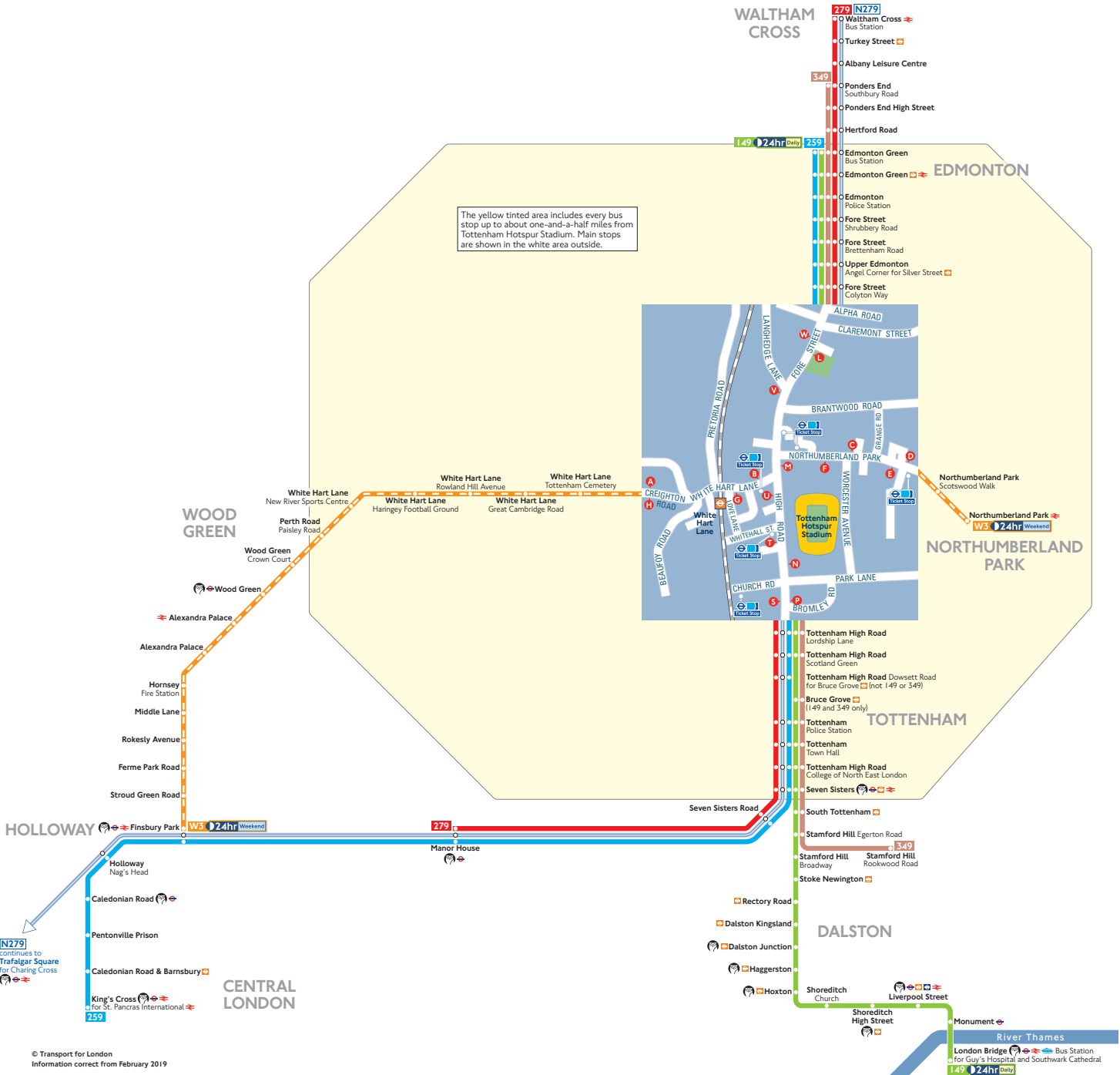
7 ACTION PLAN

7.1 Table 7.1 sets out a draft Action Plan which will be revised if necessary, following each Travel Plan Monitoring and Review.

Table 7.1 – Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Provision of Cycle Parking	Prior to opening Units	Site Owner	On completion of the development	Site Owner
Appointment of TPC	Prior to opening Unit	Tenants	TPC appointed	Occupier
Production of Travel Plan	Prior to opening Unit	Tenants	Travel Plan	TPC / Occupier
Production of Travel Information Pack	Prior to opening Unit	Tenant	Completed Travel Information Pack	TPC / Occupier
Launch of Travel Plan	Within 1 months of the Unit opening	Tenants	-	TPC / Occupier
Travel Information Pack issued to staff	Prior to commencement of employment	Tenants	Staff received Travel Information Pack	TPC
Baseline Travel Survey (Year 0)	Within 3 months of Unit opening	Tenants	Receipt of survey results	TPC
Monitoring Surveys as per Section 6 and Update Travel Plan	Within 1 month of receipt of survey	Tenants	Updated Travel Plan	TPC
Promote walking & cycling	Ongoing with focus on summer months	Tenants	NA	TPC

Appendix A

Buses from Tottenham Hotspur Stadium



Route finder

Bus route	Towards	Bus stops
149 24hr Daily	Edmonton Green	S T U V W
259	London Bridge	L M N P
279	Edmonton Green	S T U V W
349	King's Cross	L M N P
W3 24hr Weekend	Manor House	L M N P
	Waltham Cross	S T U V W
	Ponders End	S T U V W
	Stamford Hill	L M N P
	Finsbury Park	E F G H
	Northumberland Park	A B C D

Night buses

Bus route	Towards	Bus stops
N279	Trafalgar Square	L M N P
	Waltham Cross	S T U V W

Key

- 149 Day buses in black
- N279 Night buses in blue
- Connections with London Underground
- Connections with London Underground
- Connections with TfL Rail
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Appendix B

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Please put your completed questionnaire in the box in the reception area. Thank you in advance for your help.

1. What is your home postcode? _____

2. What time do you normally arrive at work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

3. What time do you normally leave work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

4. On average, how long does your journey take?

0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04) ☐

61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐

5. Approximately how far is your journey?

0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ 2 – 5 miles (03) ☐ >5 miles (04) ☐

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) ☐ Car share - driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

7. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) ☐ Car share -driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

8. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) ☐ Better pedestrian / cycle routes (02) ☐

A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04) ☐

A safer walking / cycling environment (05) ☐ Cycle training (06) ☐

Better information on alternatives (07) ☐ Nothing (08) ☐

9. In what age category do you fall?

Under 25 (01) ☐ 26 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04) ☐