

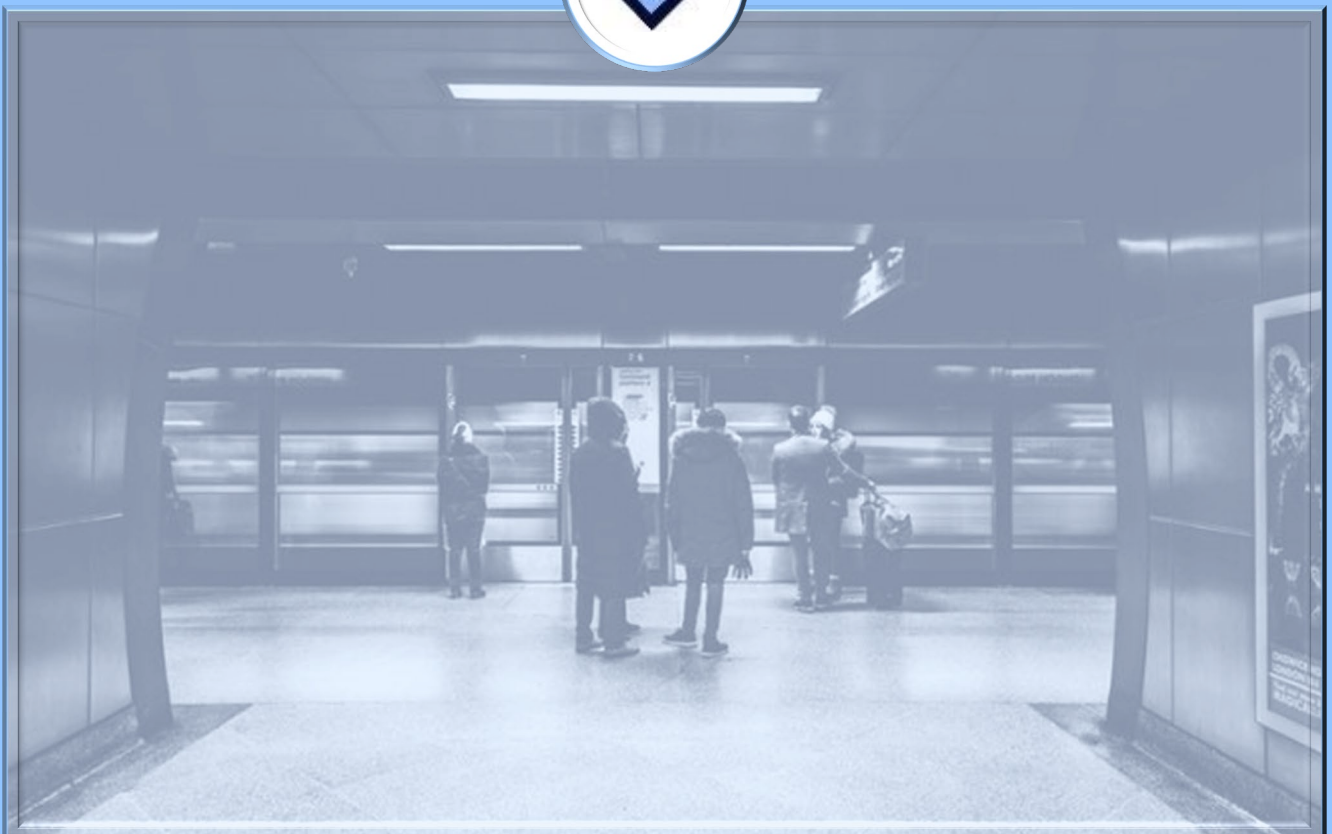
West Road, Tottenham, London

Travel Plan

Hillwood Investment Properties International Ltd

June 2025

Document Reference: B2201/TP02



QUALITY MANAGEMENT

REPORT DETAILS

Issued by	Stunt Consulting Ltd Perchance Ryehurst Lane Binfield Berkshire RG42 5QY	Tel: 01344 306294 info@stuntconsulting.co.uk www.stuntconsulting.co.uk	
Client	Hillwood Investment Properties International Ltd		
Project Name	West Road, Tottenham, London		
Report Title	Travel Plan		
Report Ref.	TP02		
Project No.	B2201		
Date	February 2025		

ISSUE HISTORY

Issue No.	Status	Date	Approved	Revision Details
1	Final	24.02.2025	LS	FINAL
2	Final	18.06.2025	LS	FINAL – Amended in line with commends provided by the London Borough of Haringey

CONTENTS

1.	INTRODUCTION	1
1.1	BACKGROUND	1
2.	LOCAL AND NATIONAL PLANNING POLICY	3
2.1	OVERVIEW	3
2.2	NATIONAL PLANNING POLICY FRAMEWORK (NPPF)	3
2.3	PLANNING PRACTICE GUIDANCE	4
2.4	TRANSPORT FOR LONDON – TRAVEL PLAN GUIDANCE	5
3.	PROPOSED DEVELOPMENT	6
3.2	PROPOSED ACCESS ARRANGEMENTS	6
3.3	CAR PARKING	7
3.4	CYCLE PARKING	7
3.5	ELECTRIC VEHICLE CHARGING POINTS	7
4.	AIMS AND OBJECTIVES	8
4.1	AIM	8
4.2	OBJECTIVES	8
5.	BASELINE CONDITIONS	9
5.1	EXISTING SITE DESCRIPTION	9
5.2	LOCAL ROAD NETWORK	11
5.3	ON STREET CAR PARKING RESTRICTIONS	12
5.4	EXISTING ACCIDENT RECORDS	12
5.5	EXISTING PEDESTRIAN PROVISION	14
5.6	ACCESSIBLE AMENITIES	15
5.7	EXISTING CYCLE PROVISION	15
5.8	PUBLIC TRANSPORT	17
5.9	ACCESSIBILITY INDEX	19
5.10	SUMMARY	20
6.	TARGETS	21
6.1	TARGETS	21
6.2	ACTION TARGETS	21
6.3	AIM TARGETS	21

7.	MANAGEMENT AND COMMUNICATIONS STRATEGY	23
7.2	MANAGEMENT STRATEGY	23
7.3	ENFORCEMENT	23
7.4	TRAVEL PLAN COORDINATOR	23
7.5	STAFF TRAVEL PACK	24
7.6	STAFF NOTICE BOARDS	24
7.7	COMPANY WEBSITE / INTRANET	25
7.8	SUMMARY	25
8.	TRAVEL PLAN MEASURES	26
8.2	ENCOURAGING THE UPTAKE OF WALKING AND CYCLING	26
8.3	ENCOURAGING THE UPTAKE OF PUBLIC TRANSPORT	27
8.4	ENCOURAGING THE UPTAKE OF CAR SHARING	28
8.5	MOTORCYCLES	28
8.6	CAR PARKING	28
8.7	TAXIS AND MINICABS	28
8.8	SUMMARY	28
9.	MONITORING AND REVIEW	29
9.2	REMEDIAL ACTION	29
10.	SUMMARY AND CONCLUSIONS	30

Figures

FIGURE 1	SITE LOCATION PLAN
FIGURE 2	PROPOSED SITE LAYOUT PLAN (EXTRACT)
FIGURE 3	EXISTING SITE LAYOUT / APPLICATION RED LINE BOUNDARY (SOURCE: GOOGLE)
FIGURE 4	OS PLAN OF THE EXISTING SITE LAYOUT
FIGURE 5	LOCAL ROAD NETWORK PLAN (SOURCE: OPENSTREETMAP.ORG)
FIGURE 6	TRANSPORT FOR LONDON – MOST RECENT 5-YEAR PERIOD – VARIOUS MODES
FIGURE 7	TRANSPORT FOR LONDON – MOST RECENT 5-YEAR PERIOD – ALL MODES
FIGURE 8	3.2KM WALK CATCHMENT (SOURCE: MAPS.OPENROUTESERVICE.ORG)
FIGURE 9	CYCLE ROUTE PLAN (SOURCE: OPENSTREETMAP.ORG)
FIGURE 10	5KM CYCLE CATCHMENT (SOURCE: MAPS.OPENROUTESERVICE.ORG)
FIGURE 11	TIM MAPPING

Tables

TABLE 5.1	EXISTING LOCAL BUS SERVICES ACCESSIBLE WITHIN 1KM WALK DISTANCE OF THE SITE
TABLE 6.1	ACTION TARGETS
TABLE 6.2	PROVISION AIM TARGETS

Appendices

APPENDIX A PROPOSED SITE LAYOUT PLAN

APPENDIX B AI CALCULATION (INCLUDING CALCULATION INFORMATION / EVIDENCE)

1. INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan has been prepared on behalf of Hillwood Investment Properties International Ltd in relation to their proposal to redevelop the existing industrial site at West Road, Tottenham, London. The local planning authority is the London Borough of Haringey (LBH). The site location is shown in **Figure 1**.

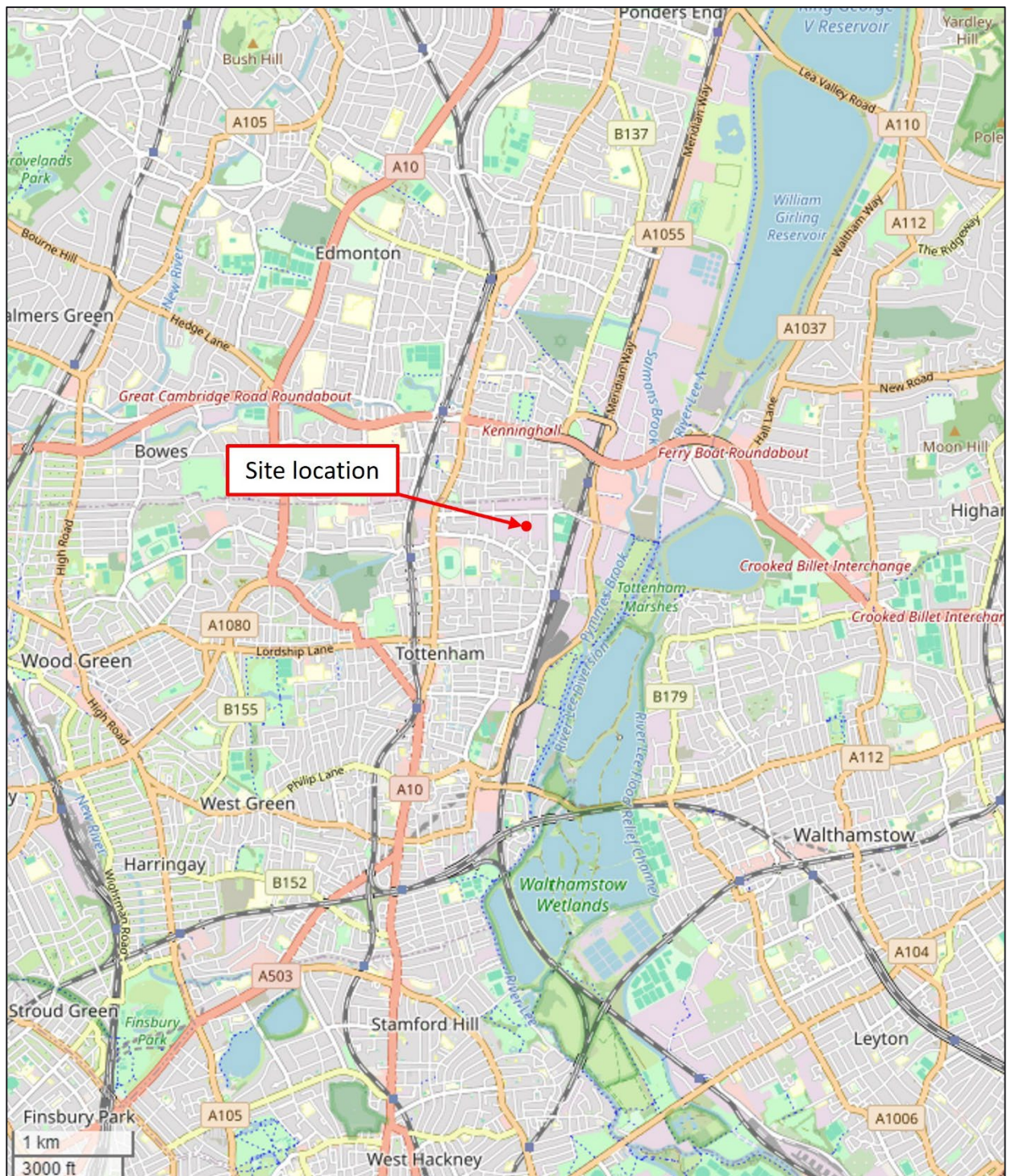


Figure 1 – Site Location Plan

- 1.1.2 The proposals comprise the demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting. The proposed site layout has been provided at **Appendix A**.
- 1.1.3 At a national level, guidance on the production of Travel Plans was provided by the Department for Transport (DfT) within their document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' in April 2009. This Travel Plan will also adhere to the principles set out within this guidance and where appropriate this will be referenced.
- 1.1.4 Transport for London provide their own Travel Plan guidance on their website. This Travel Plan has considered TfL's Travel Planning principles where required.
- 1.1.5 BREEAM guidance (Tra01 requirements for Travel Plans) states that a Travel Plan is required to calculate the site's Accessibility Index (AI) score for the site. An excel spreadsheet of the Tra01 AI calculator plus all the relevant rail and bus timetable and maps showing walk distances / routes to transport nodes is included in **Appendix B**.
- 1.1.6 Disabled access is also considered within this Travel Plan in accordance with the BREEAM guidance and the minimum criteria for developing Travel Plans has been considered as per the BREEAM methodology. All information demonstrating compliant nodes and safe pedestrian routes to bus stops and rail stations and all local amenities located within 500m of the site is included in Section 5 of this Travel Plan.
- 1.1.7 Once the end user is known and a management company is appointed, they will provide confirmation that the Travel Plan will be implemented and supported by the building's management.
- 1.1.8 In line with the above guidance documents, this Travel Plan is formatted into the following sections:
 - » Section 2: National and Local Planning Policy
 - » Section 3: Proposed Development
 - » Section 4: Aims and Objectives,
 - » Section 5: Existing Site Accessibility,
 - » Section 6: Targets,
 - » Section 7: Management and Communication Strategy,
 - » Section 8: Travel Plan Measures,
 - » Section 9: Monitoring and Review; and,
 - » Section 10: Summary and Conclusions.

2. LOCAL AND NATIONAL PLANNING POLICY

2.1 Overview

2.1.1 The key policy documents which set the context for the development proposal are as follows:

- » National Planning Policy Framework – December 2024
- » National Planning Practice Guidance – March 2014
- » Transport for London – Travel Plan Guidance

2.2 National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. It states that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.2.3 Off-street parking provision is referred to by Paragraph 112, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles.

2.2.4 Paragraph 113 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)..."

2.2.5 Paragraph 115 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.2.6 Paragraph 111 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.7 Paragraph 117 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.2.8 Paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.3 Planning Practice Guidance

2.3.1 The Planning Practice Guidance (PPG), which is available on the Ministry of Housing, Communities and Local Government (MHCLG) website, supports the overarching aims of the NPPF. Highways and transportation matters are dealt with at Section ID42 of the PPG under the heading of "Travel plans, transport assessments and statements in decision taking".

2.3.2 Paragraph 11 of ID42 recommends that Travel Plans submitted in support of a planning application should, where possible to do so, include:

- a) *benchmark travel data including trip generation databases;*
- b) *Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
- c) *relevant information about existing travel habits in the surrounding area;*
- d) *proposals to reduce the need for travel to and from the site via all modes of transport; and*
- e) *provision of improved public transport services.*

- f) With respect to Transport Assessments and Transport Statements paragraph 15 of ID42 notes a planning application should typically consider the following:*
- g) information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- h) information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- i) data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- j) a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
- k) an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*
- l) data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- m) an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- n) an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- o) measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- p) a description of parking facilities in the area and the parking strategy of the development;*
- q) ways of encouraging environmental sustainability by reducing the need to travel; and*
- r) measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

2.4 Transport for London – Travel Plan Guidance

- 2.4.1 TfL provide their own guidance in relation to the required content of Travel Plans for sites within London. The guidance stipulates the requirements to work in line with the Mayor's strategy to reduce car usage, congestion and improve air quality. The TfL website provides various tools which have been utilised when preparing this Travel Plan.

3. PROPOSED DEVELOPMENT

- 3.1.1 The proposals comprise the demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.
- 3.1.2 Access to the site will be retained from a single (and widened) point of access from West Road at the northeast corner of the site. The other existing crossovers along West Road would be closed and returned to footway.

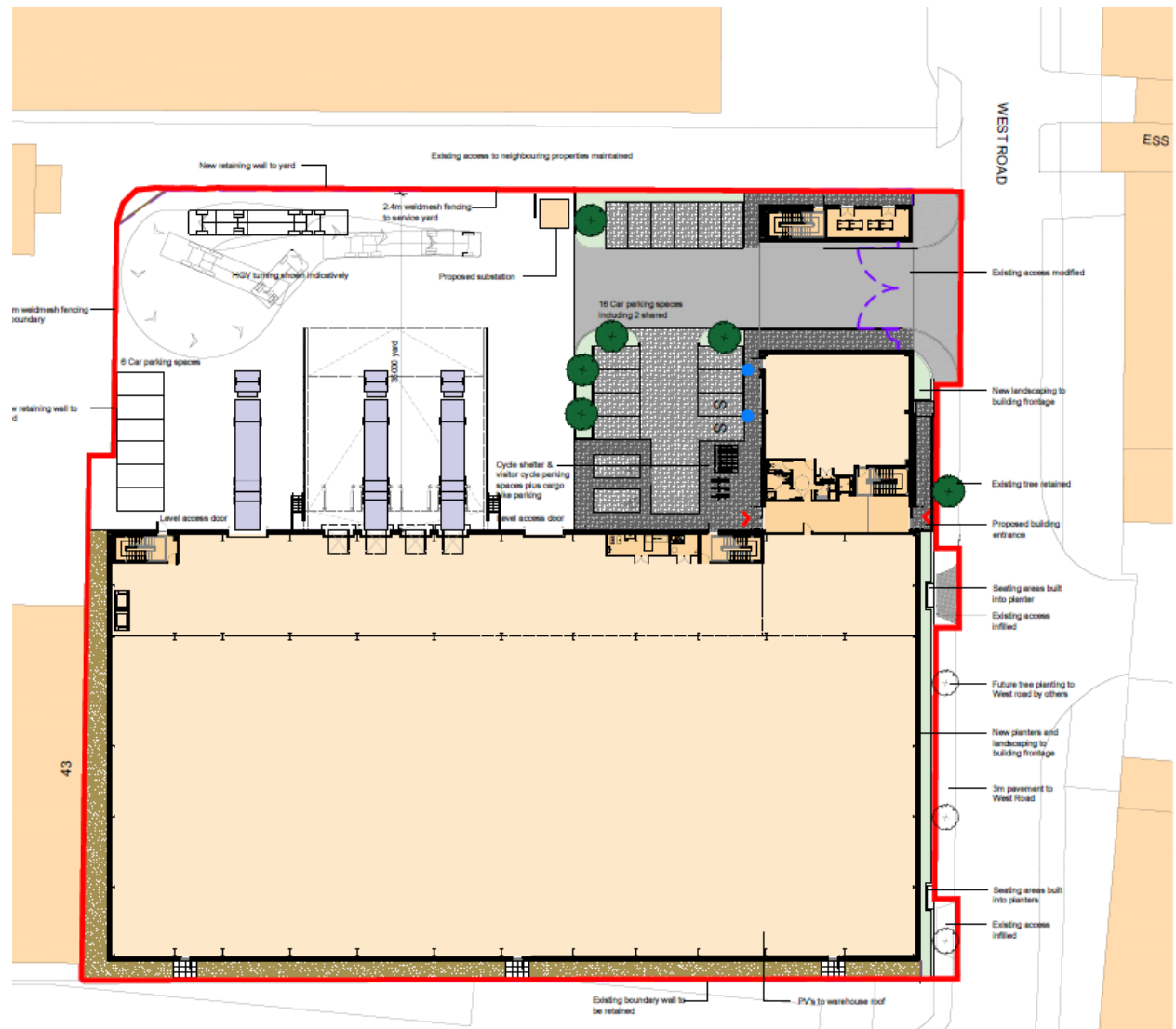


Figure 2 – Proposed Site Layout Plan (Extract)

- 3.1.3 When compared to the existing site (5,814sqm GIA) the proposals result in an increase in floor area of 177sqm. The proposed site layout plan has been provided at **Appendix A**.

3.2 Proposed Access Arrangements

- 3.2.1 Swept Path Analysis (SPA) of the proposed site access and internal site layout has been undertaken. Articulated vehicles measuring up to 16.5m have been tracked both internally and from the site access onto the external road network. With the existing access at the northern boundary sharing a bellmouth

with the neighbouring property a new northern kerb has been provided to formalise the access. To facilitate this it is proposed that the parking bays opposite are shortened by 1 vehicle. With the number of existing accesses and crossovers associated with the existing frontage now ceasing there is space to re-provide this. However, with pre-application discussions regarding parking suggesting that parking measures along West Road are expected to change along with the possible suspension of existing parking bays, this re-provision may not be required. Details of the on street car parking along with the SPA has been provided at **Appendix C of the HSTA**.

3.3 Car Parking

- 3.3.1 LBH refer to the London Plan for guidance on the provision of car parking. The London Plan specifically sets out that industrial parking provision should be assessed on a case by case basis.

“...For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case by-case basis..”

- 3.3.2 The guidance states that reference should still be made to B1 standards which suggest a range of spaces between 10 and 59. The proposed site layout plan illustrates a total of 22 car parking spaces to be provided which sits within the prescribed London Plan range.
- 3.3.3 It is proposed that 22 parking spaces are provided. Two of these spaces will be for those who are registered as disabled. A further 3 spaces will be marked out as car share bays.

3.4 Cycle Parking

- 3.4.1 It is proposed that cycle parking will be provided in line with adopted standards. Cycle parking will take the form of Sheffield stands located within a suitable shelter. The cycle parking will be located conveniently close to building entrances in areas considered overlooked.
- 3.4.2 Space will also be provided for cargo bikes. The spaces will be provided adjacent to the proposed cycle parking provision.

3.5 Electric Vehicle Charging Points

- 3.5.1 Dual EV charging points will be provided. These will be located conveniently close to the building entrances to provide preferable parking locations to those using electric vehicles. The locations of the EV points will be shown on the proposed site layout plan included in the Transport Assessment. It is proposed that 4 dual ports are provided which enables 8 vehicles to charge.

4. AIMS AND OBJECTIVES

4.1 Aim

- 4.1.1 The aim of this Travel Plan is to reduce the number of vehicles travelling to the site on a daily basis and possible encourage staff to travel using more sustainable modes. In doing so the aim is shift travel movements away from vehicles in favour of walking, cycling and public transport.

4.2 Objectives

- 4.2.1 In order for the Travel Plan to meet the above aim it has set a number of objectives that will be used as steps to meet the overall aim. These comprise:
- » Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site each day;
 - » Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
 - » Work in line with the wider aspirations of LBH who are leading the way in shaping travel behaviour of the future sustainable travel;
 - » Promote the health and environmental benefits associated with travel by foot and by bicycle;
 - » Establish the management of the Travel Plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the Travel Plan, its day to day running and the monitoring of its progress;
 - » Assist in meeting the aims set out by the Council to reduce road traffic and congestion; and
 - » Set appropriate targets in consultation with the council to encourage the reduction of single occupancy vehicle trips and car use based upon results obtained from a staff travel survey.
- 4.2.2 The above objectives will be reviewed on an annual basis. If required, they can be altered by the Travel Plan Coordinator to offer clearer direction enabling them to evolve with the Travel Plan.

5. BASELINE CONDITIONS

5.1 Existing Site Description

- 5.1.1 The existing site which extends to approximately 1.72 acres comprises an industrial warehouse building totalling 62,583sqft / 5,814sqm, with ancillary office space. The existing site has five separate points of access onto West Road. Three bellmouth type accesses provide access to loading bays with two of these requiring delivery vehicles to reverse directly from West Road. A further two crossover type access enable existing employees to access over the footway and park in front of the building. An existing site layout satellite image is provided in **Figure 3**.



Figure 3 – Existing Site Layout / Application Red Line Boundary (Source: Google)

- 5.1.2 An OS plan of the existing site layout and adjacent local highway network is provided in **Figure 4**.

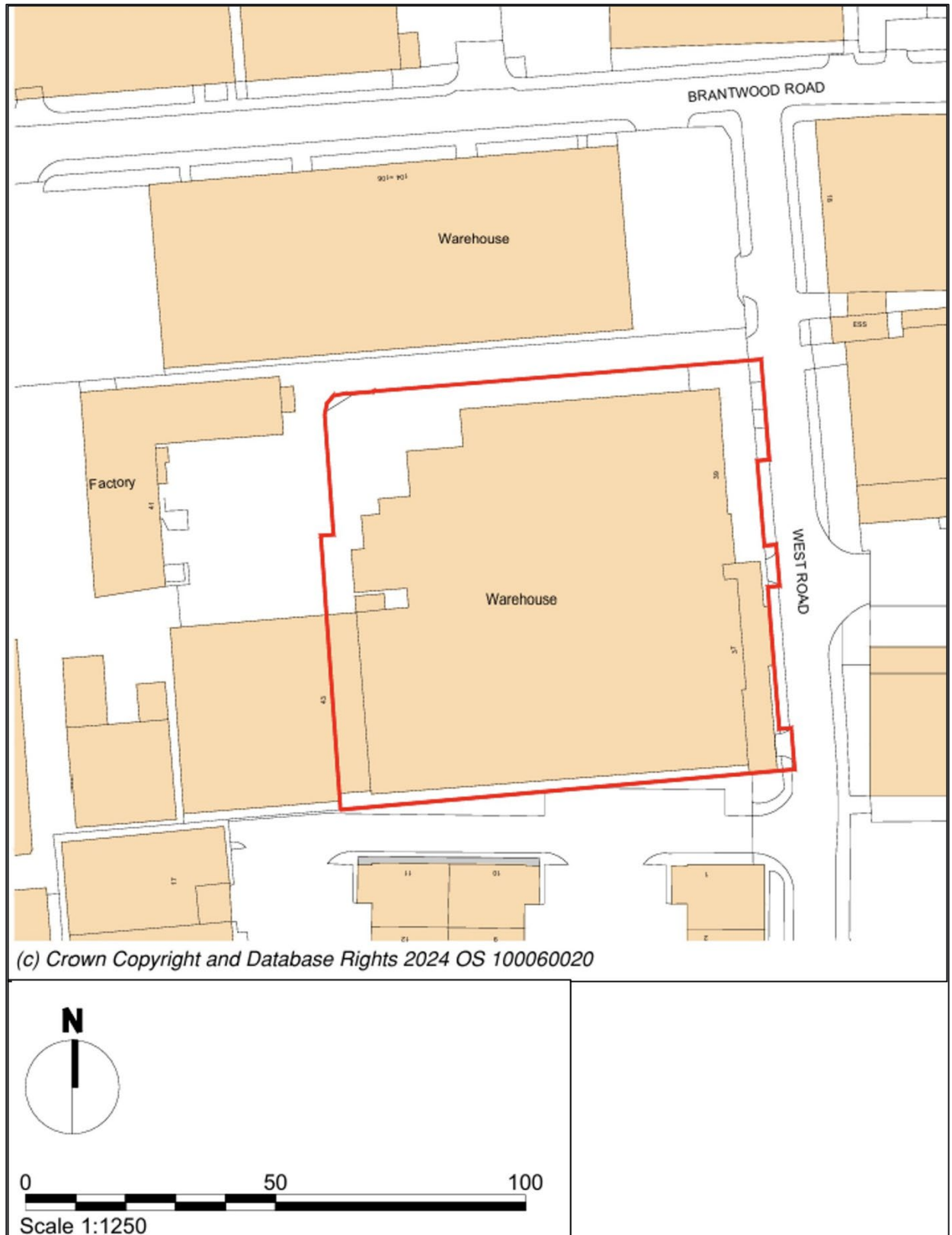


Figure 4 – OS plan of the existing site layout

- 5.1.3 The site has been recently operating as a toiletries, food & household products wholesaler however, the occupier has since vacated, and the building is not deemed fit for refurbishment.

- 5.1.4 Informal car parking has historically taken place within the property boundary within an area set back from the existing footway. There are a number of dropped kerbs providing crossover accesses to this area along with a number of loading bays providing entry into the building.
- 5.1.5 Vehicle access is currently provided from West Road with an existing bellmouth access at the northern boundary of the site. This access provides a route towards the rear of the building providing access to a servicing area along with some informal car parking. A loading bay is located at the south east corner which provides direct servicing from West Road. This access requires vehicles to either wait on West Road or reverse from West Road into the loading area.
- 5.1.6 There are no designated cycle parking provision associated with the existing use. It is unknown whether or not on site showers and changing facilities are provided.

5.2 Local Road Network

- 5.2.1 The site is located within an industrial area, situated alongside the existing Compass West and West Mews Industrial Estates. The site is surrounded by warehousing / industrial units of varying sizes occupied by a range of commercial companies along both sides of West Road.
- 5.2.2 The site lies on the western side of West Road at its northern end. West Road forms a priority T-junction with Brantwood Road just beyond the northeast corner of the site. West Road is a two-way single carriageway road with a 20mph speed limit, leading onto the residential Willoughby Park Road to the south, which subsequently forms a priority T-junction with Willoughby Lane approximately 300 metres to the southeast of the site. Willoughby Lane connects with Northumberland Park to the south.
- 5.2.3 Brantwood Road forms a roundabout junction with Willoughby Lane / Dysons Road / Leaside Road approximately 230 metres northeast of the site. Leaside Road provides a route to the A1055 which subsequently provides a strategic route to / from the A406 North Circular Road further north of the site. A local road network plan is provided in **Figure 5**.

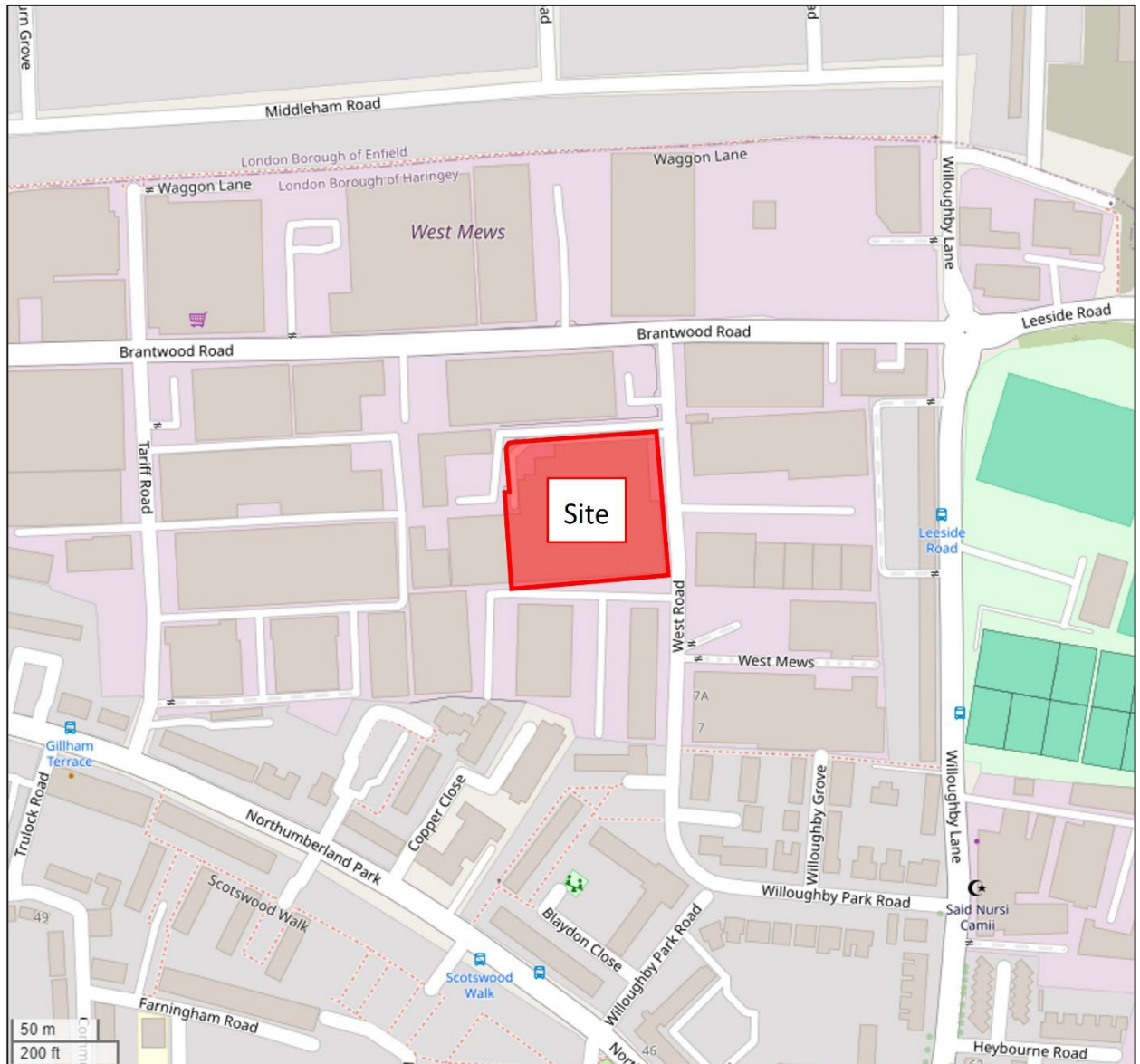


Figure 5 – Local Road Network Plan (Source: openstreetmap.org)

5.3 On Street Car Parking Restrictions

- 5.3.1 West Road and Brantwood Road are both designated as TfL Red Route, with no stopping permitted at any time except in signed bays. The signed bays comprise a varying set of parking restrictions including free parking, loading between 7am – 6.30pm or for 1 hour, and disabled parking for 2 hours. For example, the signed bays along the site's frontage on West Road permits loading between 7am – 6.30pm and free car parking. Willoughby Park Road comprises Event days parking restrictions with permit holder only parking Mon-Friday, 5pm – 8.30pm and Saturday, Sunday & Public Holidays, Noon – 8pm.

5.4 Existing Accident Records

- 5.4.1 Personal Injury Statistics have been obtained for the road network surrounding the application site. The data has been obtained from TfL's collision dashboard with the most recent 5-year data period shown in **Figure 6**.

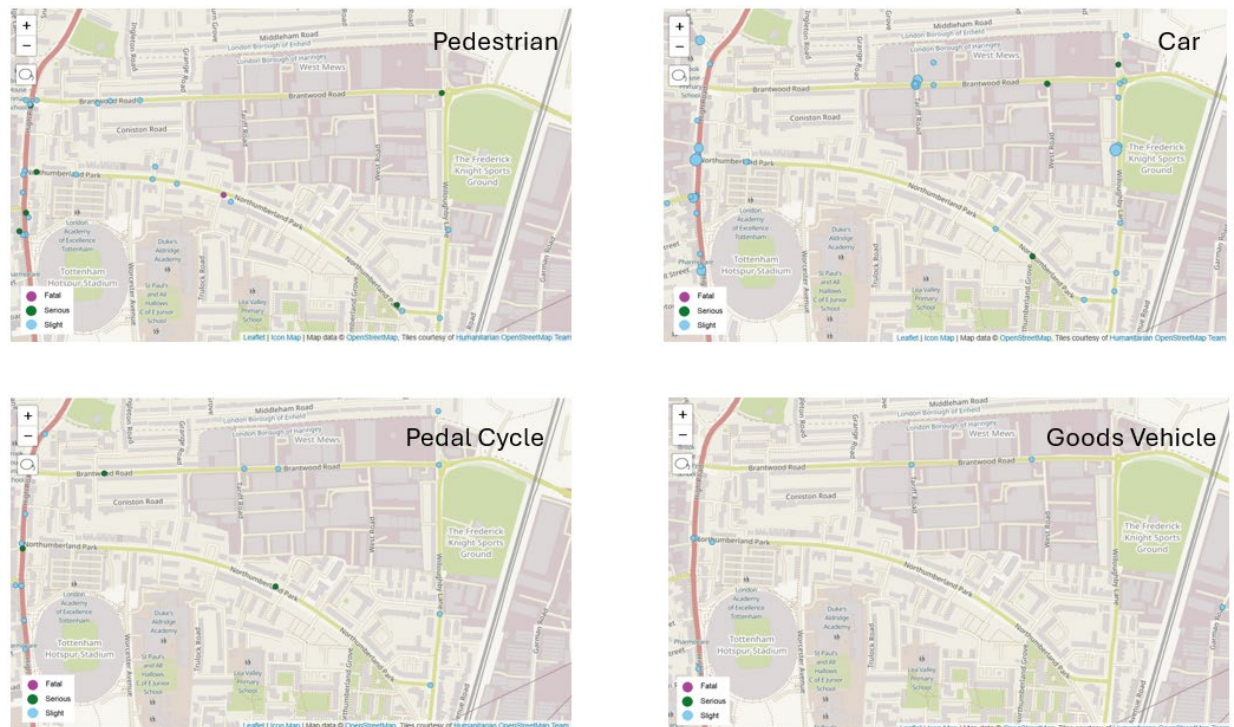


Figure 6 – [Transport for London](#) – Most recent 5-year period - Various Modes

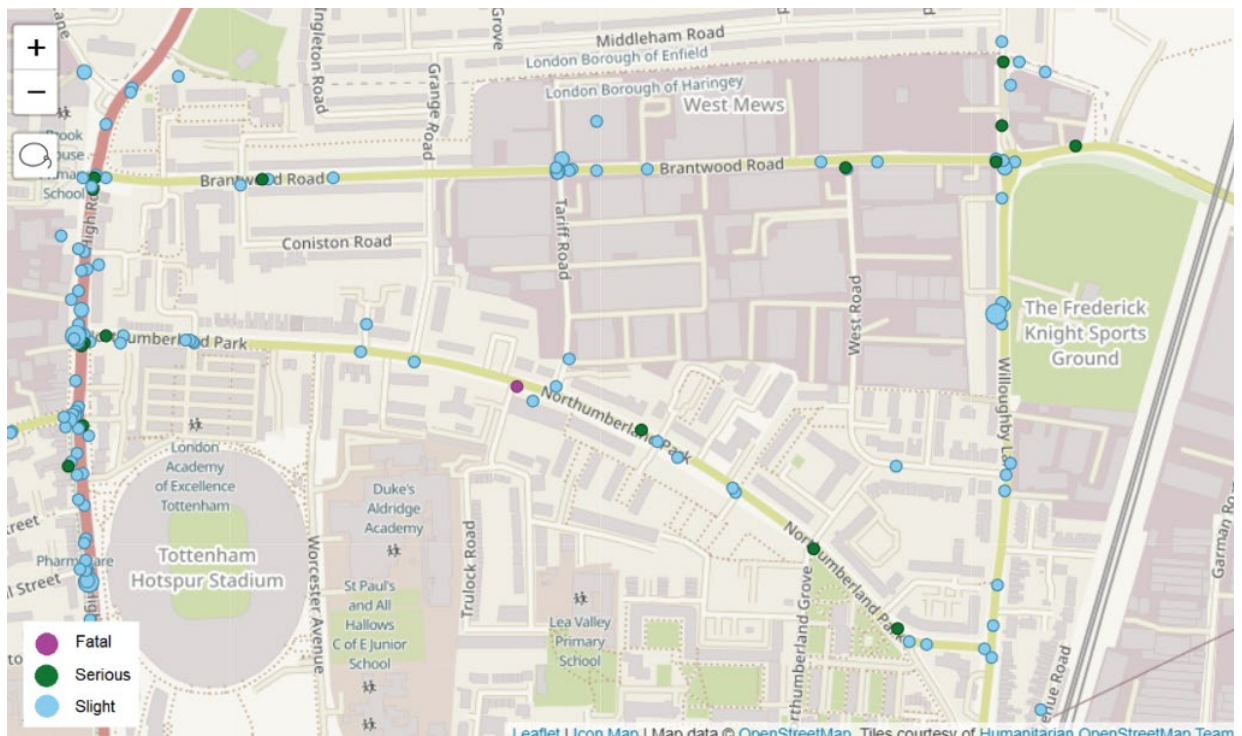


Figure 7 – [Transport for London](#) – Most recent 5-year period – All Modes

- 5.4.2 The accident data shows that there have been 1 accident on West Road in 5 May years which resulted in serious injury. There has also been an accident at the West Road / Brantwood Road junction resulting in serious injury during the same 5-year period.
- 5.4.3 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. TfL's Healthy Streets guidance therefore defines a collision cluster as

a location in which two or more ‘serious’ collisions have been recorded or one or more fatality. Based on this definition there does not appear to be any accident clusters which suggests a deficiency within the highway network or a road safety issue.

5.5 Existing Pedestrian Provision

- 5.5.1 The site benefits from connection to the adjacent pedestrian infrastructure with footways provided on both sides of West Road. The Design Manual for Roads and Bridges (DMRB) sets out within TD91/05 para 2.3 that walking is generally considered an acceptable distance for journeys up to 2 miles or 3.2km. The site’s location is typical of a London urban area with a street network providing access to a number of areas allowing pedestrians to travel close to their natural desire lines.
- 5.5.2 Isochrones have been plotted over a 3.2km catchment area with the site as the centroid. The isochrones show the area which can be accessed within a 3.2km journey (with 1km intervals). Based on an average walking speed of 80 meters per minute this catchment also reflects a 40-minute walk for most people.

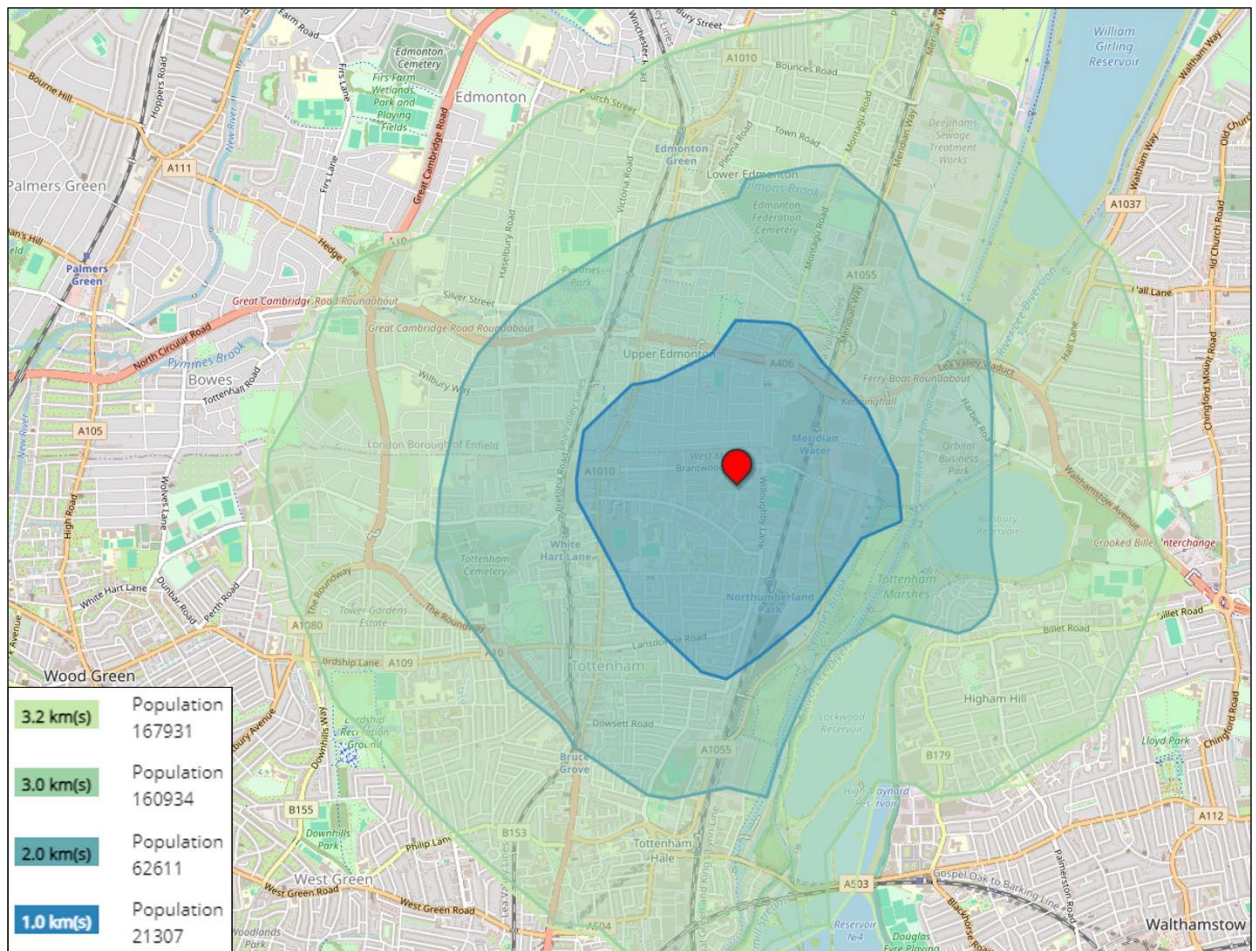


Figure 8 – 3.2km Walk Catchment (Source: maps.openrouteservice.org)

- 5.5.3 The above plan demonstrates that the site lies within an area surrounded by residential areas to the north and south of the site within a walk distance of 1km – 3.2km. Therefore, it is considered that a sizeable proportion of future site workers could reside within walking distance and thus not depend on a private motorcar to get to work.
- 5.5.4 Within proximity of the application site, footways are provided on both sides of the carriageway. Those within the immediate vicinity of the site provide intermittent dropped kerbs across accesses and junctions. The site is well positioned to provide access to services and amenities for those employed on

site. The proximity of surrounding residential areas highlights that the location is likely to be within walking distance to a high number of people.

- 5.5.5 It is considered that the existing pedestrian facilities meet the needs of those likely to be employed at the site. Dropped kerbs facilitate travel for those with mobility or sight impairments. It is not considered that children or elderly are likely to be regular visitors to the site.

5.6 Accessible Amenities

- 5.6.1 The following local amenities are located within 500m of the site:

- » Harry's Off-Licence on Willoughby Lane– 350 metres walk distance
- » Mermaid Fish Bar (fish & chip shop) on Dysons Road – 365 metres walk distance
- » Ace's Supermarket on Dysons Road – 370 metres walk distance
- » Dyson Food Centre on Dysons Road – 485 metres walk distance
- » R.K. Mini Market on Willoughby Lane – 410 metres walk distance
- » Frederick Knight Sports Ground on Willoughby Lane – 435 metres walk distance.
- » Post Box on the corner of Blaydon Walk / Northumberland Park – 335 metres walk distance.

- 5.6.2 All amenities listed above are accessible using safe pedestrian friendly routes, including use of the existing footways along West Road, Brantwood Road, Willoughby Lane, Willoughby Park Road, Dysons Road or Blaydon Walk. Dropped kerb / tactile paving is provided across local road junctions. Safety for pedestrians is further enhanced by the 20mph speed limit on the adjacent local roads.

- 5.6.3 Further detailed assessment of the walking routes surrounding the site is contained within the Healthy Streets TA in the form of an Active Travel Zone (ATZ) Assessment.

5.7 Existing Cycle Provision

- 5.7.1 Local, regional and national cycle routes can be found near the site, as illustrated in **Figure 8**.

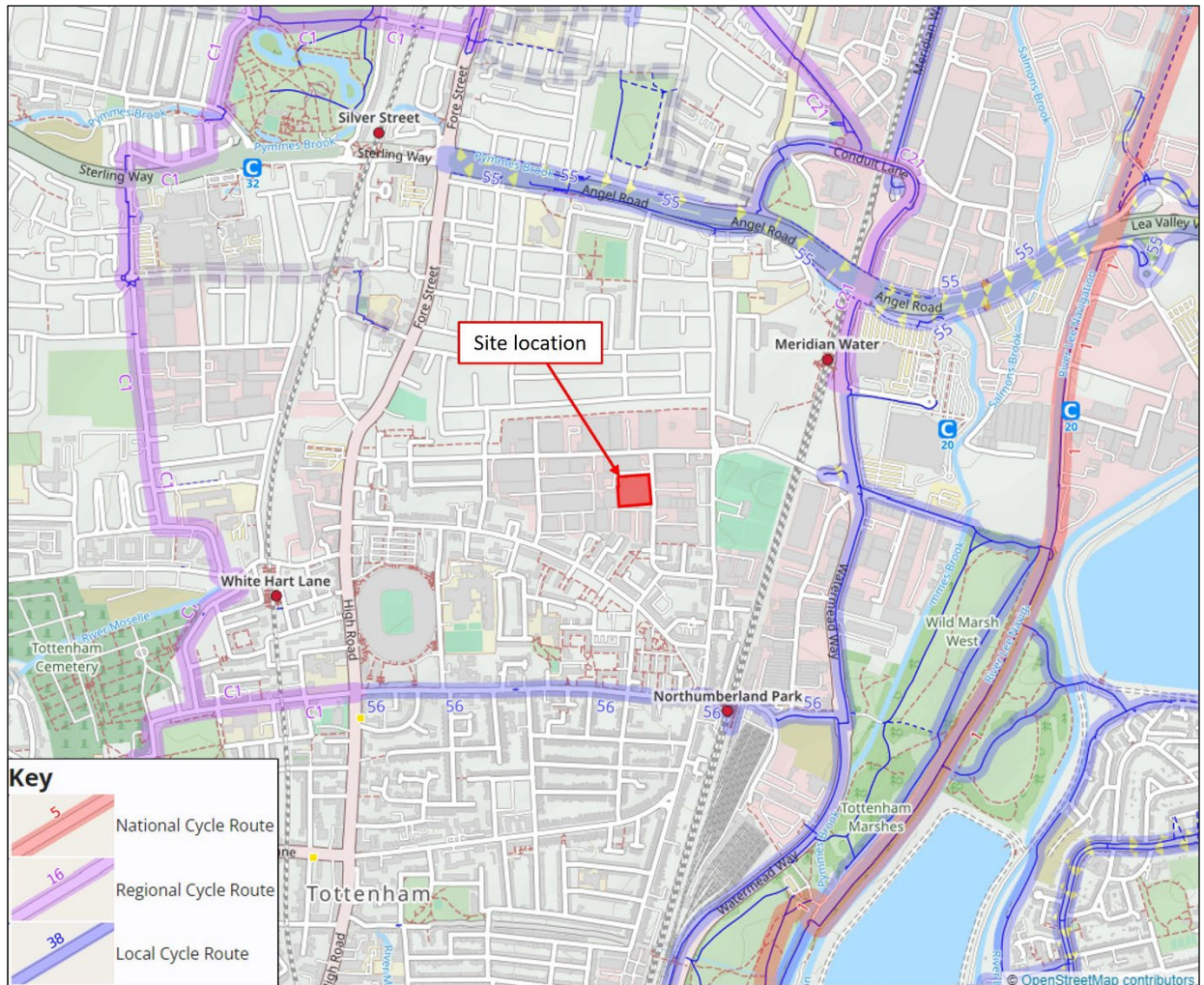


Figure 9 – Cycle Route Plan (Source: Openstreetmap.org)

- 5.7.2 It is generally considered that cycling can be deemed an acceptable mode of travel for journeys up to 5km. A number of residential areas are located within an acceptable cycle distance suggesting potential future workers could reside within cycling distance. A 5km cycle catchment has been plotted below.

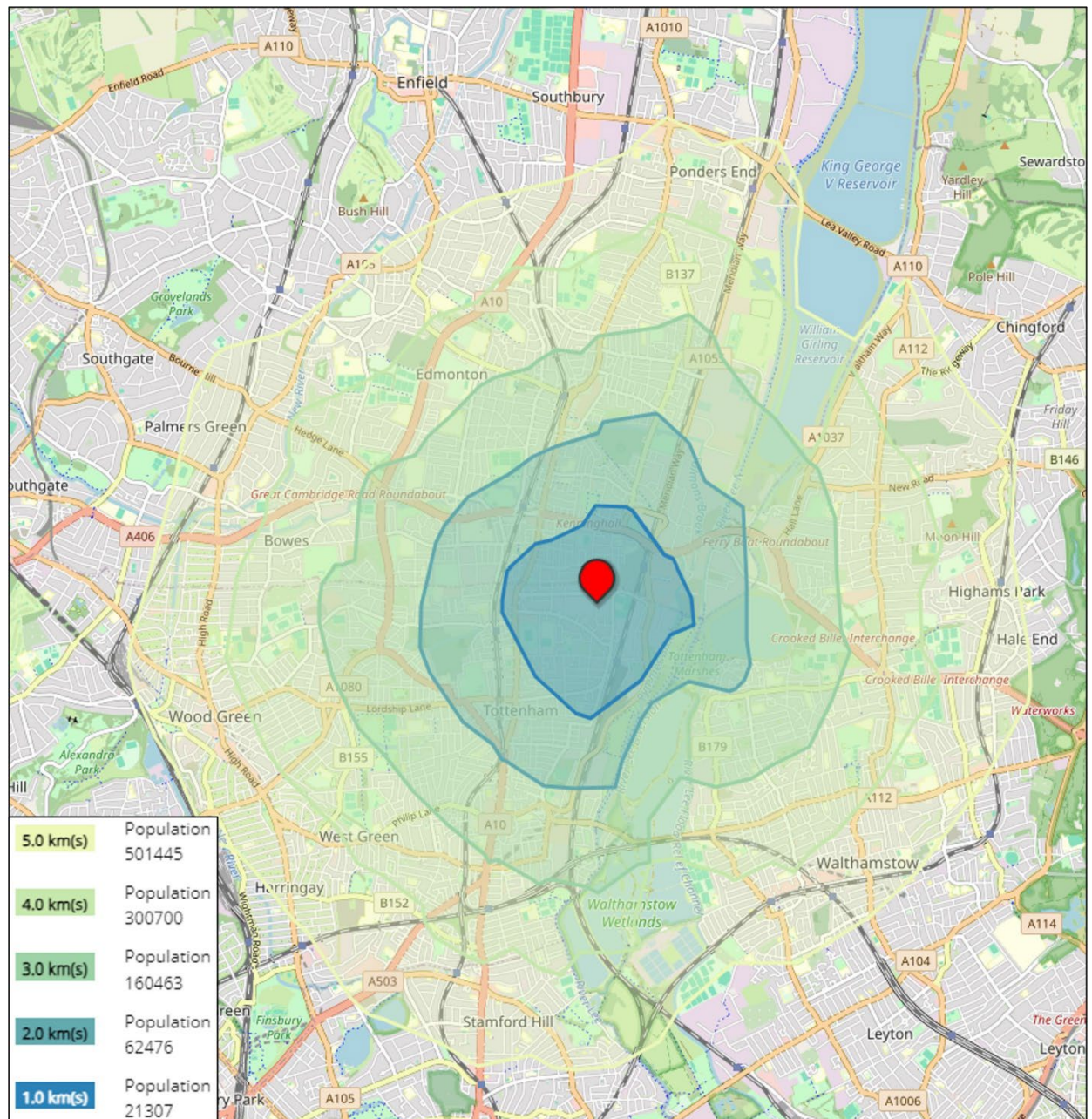


Figure 10 – 5km Cycle Catchment (Source: maps.openrouteservice.org)

5.8 Public Transport

Public Transport Accessibility Level (PTAL)

- 5.8.1 Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. Several parameters define the extent of the walk catchment area. For buses the maximum walking distance is defined as 640 metres. For rail, underground and light rail services the maximum walking distance is defined as 960 metres. Any public transport services beyond these distances are rejected.
- 5.8.2 According to the TfL WebCAT database, the site holds a PTAL rating of 2 out of 6. However, the PTAL calculation does not include White Hart Lane Overground Station which is a 1.3km walk distance from the site, or the four bus services (149, 259, 279 and 349) which are accessible within a 1km walk distance from the site.

Time Mapping

- 5.8.3 Time Mapping (TIM) plans are used to demonstrate the journey time to and from a specific location in London by public transport. With reference to the TIM output provided by TfL for the site, it can be confirmed that there are a number of areas which are accessible by public transport within 45 - 60 minutes as illustrated below.

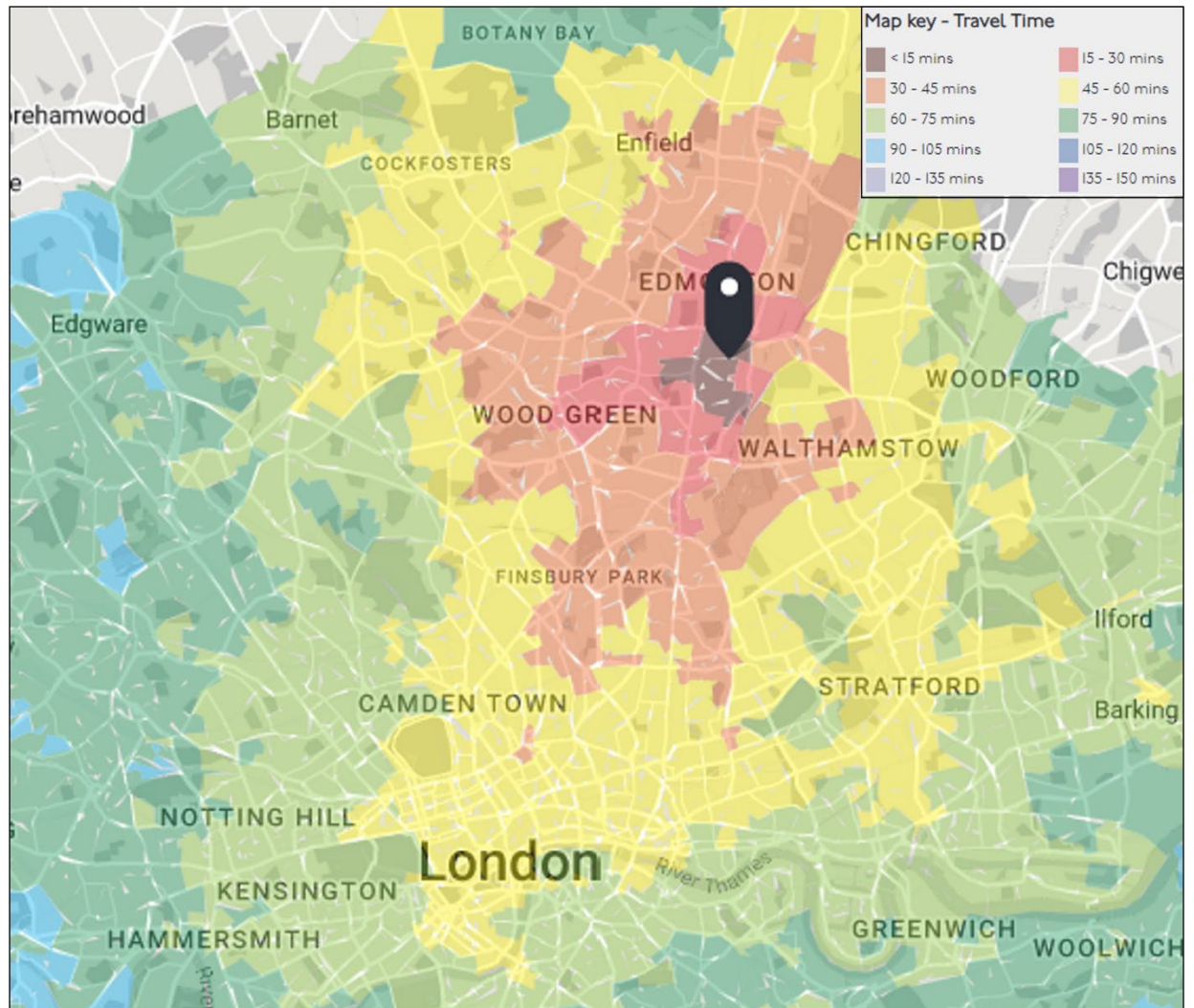


Figure 11 – TIM Mapping

- 5.8.4 Figure 10 emphasises the areas which can be accessed by public transport. For example, Central London can be accessed within 60 minutes and more local areas such as Wood Green, Walthamstow, Edmonton, Enfield, and Finsbury Park can accessed within 30 minutes. Public transport is therefore a realistic and viable mode of travel to and from the site.

Local Bus Services

- 5.8.5 The closest bus stops to the site are a walk distance of approximately 350 metres to the east on Willoughby Lane and 390 metres to the south on Northumberland Park. These bus stops provide access to bus routes 341 and W3 respectively.
- 5.8.6 As previously mentioned, additional bus stops are located within 1km walk distance to the west of the site on the A1010 High Road which serve four bus routes (149, 259, 279 and 349). In total the site

therefore benefits from access to a total of six frequent London bus services within 1km walk distance. These bus services have been summarised in **Table 5.1**.

Bus No.	Bus Stop Location / Walk Distance	Bus Route Description	Average Weekday Frequency
341	Willoughby Lane / 350 metres	Lea Valley Tesco - Northumberland Park Station - Tottenham - Harringay - Manor House - Newington Green - Islington - Farringdon - Aldwych - Waterloo	Every 11 – 13 minutes
W3	Northumberland Park / 390 metres	Northumberland Park - White Hart Lane - Wood Green Station - Alexandra Palace - Hornsey - Ferme Park Road - Finsbury Park	Every 5 – 9 minutes
149	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Stamford Hill - Stoke Newington - Dalston - Shoreditch - London Bridge	Every 6 – 10 minutes
259	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Finsbury Park - Holloway - King's Cross	Every 9 – 13 minutes
279	A1010 High Road / <1 kilometre	Waltham Cross - Enfield Wash - Ponders End - Edmonton - Tottenham - Manor House	Every 5 – 8 minutes
349	A1010 High Road / <1 kilometre	Ponders End - Edmonton - Tottenham - Stamford Hill	Every 9 – 12 minutes

Table 5.1 – Existing Local Bus Services accessible within 1km walk distance of the site

- 5.8.7 The above tables suggest bus travel forms a realistic and viable option for people accessing the site. There is also a night bus route N279 available from the A1010 High Road bus stops.

Rail Provision

- 5.8.8 Northumberland Park Station and Meridian Water Station lie approximately 735 and 700 metres walk distance from the site to the northeast and southeast respectively. Both rail stations provide frequent Greater Anglia rail services on the same railway line between Bishops Stortford / Hertford East and Stratford. At Northumberland Park Station there are approximately 3 trains an hour to Stratford, 1 train an hour to Bishops Stortford and 2 trains an hour to Meridian Water. London Overground services are available from White Hart Lane Station approximately 1.3km walk distance to the west of the site.
- 5.8.9 In terms of future rail provision / proposed improvements, in August 2019, it was announced that funding had been approved for construction of a fourth platform and a new section of track between Tottenham Hale and Meridian Water to enable up to 8 trains per hour to serve Meridian Water station at peak times.

5.9 Accessibility Index

- 5.9.1 The BREEAM sustainability assessment method requires that a public transport Accessibility Index (AI) is calculated for the site. The AI is calculated in a process similar to Transport for London's (TfL) Public Transport Accessibility Level (PTAL). It considers the proximity of local public transport nodes and the number of services that accessible via these nodes during the site's typical operating hours. Each of the transport nodes included within the AI assessment are 'compliant nodes' in accordance with the following BREEAM guidance:

"A compliant node includes any bus service with a stop within 650m and any railway station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'), but along the actual route. The service stopping at each node must provide transport from, or onward travel to, either an urban centre, major transport node or a community focal point, e.g. doctor's

surgery, library, school or village centre. Only local services should be assessed and any national public transport services should be excluded from the analysis, unless such a service can be said to provide a local commuter service..."

- 5.9.2 The site achieves an AI of **6.42**, as demonstrated by the BREEAM 2018 Tra01/02 Accessibility Index Calculator included at **Appendix B** (the bus timetables which validate the calculation are also included). Notwithstanding the relatively low AI score, the existing bus and rail accessibility provides a feasible alternative to car travel for staff and visitors associated with the proposed development site.

5.10 Summary

- 5.10.1 While the site scores a PTAL score of 2 (which is described as 'poor' according to the PTAL methodology), there are excellent opportunities to travel to / from the site using public transport in the context of those willing to walk up to 1km to access bus stops (with up to 6 bus routes available within this walk distance) or walk between 700m - 1.3km to the nearest National Rail and London Overground Stations. The site is also easily accessible on foot and by bicycle using the existing pedestrian / cycling infrastructure in the vicinity of the site. The site is located within proximity to residential areas which suggests future site workers could walk or cycle in place of driving.

6. TARGETS

6.1 Targets

- 6.1.1 Travel Plans should have measurable outputs or targets against which the progress of the plan can be monitored. A suitable indicator of the success of the Travel Plan is the mode-split of employee travel.
- 6.1.2 There are two main types of targets associated with a Travel Plan. Action targets act as a checklist to ensure that the appropriate measures are carried out within a set time frame. Aim targets are quantitative targets which set a percentage allowance for people using a certain mode of transport.

6.2 Action Targets

- 6.2.1 The action targets are tabulated for simplicity and have been detailed below in Table 6.1.

Timing	Action Target	Responsibility	Target Date
Prior Occupation to	Agree Action targets	Author of Travel Plan	Planning submission
	Agree monitoring and review program	Author of Travel Plan	Planning submission
	Implementation of Physical Measures (Cycle parking)	Developer	During Construction
	Appoint Travel Plan Coordinator (TPC)	Developer	Prior to initial occupation
	Establish a timeline for the implementation of soft measures	TPC	Prior to initial occupation
Upon Occupation	Launch of Travel Plan	TPC	On opening
	Provide staff with starter packs indicating required information	TPC	On opening
	Implementation of Travel Plan Measures	TPC	On opening
	Display Travel Plan Information on-site	TPC	On opening
	Initial site audit	TPC	Complete
	Initial Survey of Staff Travel Patterns (Baseline Survey)	TPC	Within 3 months of opening
	Submission of results of 1st Travel Survey to client / Council	TPC	Within 1 month of completing the survey.
	Review of findings with Council and setting of modal share (aim) targets	TPC	Within 3 months of the survey.
	Repeat Travel Surveys	TPC	Years 1, 3 and 5

Table 6.1 - Action Targets

6.3 Aim Targets

- 6.3.1 The site will provide formal on-site car parking that is reduced when compared to the existing site. The aim of the proposals is to provide a modern commercial development which shapes the future travel of the site users. The HSTA prepared as part of the planning application undertook analysis of the range of employment densities given the site is seeking a flexible use. Based on these calculations it is considered that a **20% SOV target** should be set for the site, and this will form the initial site target which will be confirmed once the first survey has been undertaken.
- 6.3.2 Using the National Census database as a guide in the absence of staff surveys, the below Table sets out provisional targets.

Mode of Travel	Percentage Modal Split (2021)	Year 1	Year 3	Year 5
All categories: Method of travel to work (2001 specification)	100%	100%	100%	100%
Train, underground, metro, light rail, tram, bus, minibus or coach	37%	43%	49%	55%
Driving a car or van	44%	36%	28%	20%
Car / Van Passenger	3%	0%	0%	0%
Motorcycle	1%	1%	1%	1%
Bicycle	4%	6%	7%	9%
On foot	8%	10%	11%	12%
Taxi	1%	1%	1%	1%
Other	2%	2%	2%	2%

Table 6.2 – Provisional Aim Targets

- 6.3.3 A common-sense check of the above will be undertaken once the first survey has been complete. The results will be reviewed in line with the above and the final targets will be set out within the Full Travel Plan.

7. MANAGEMENT AND COMMUNICATIONS STRATEGY

7.1.1 This section sets out how this Travel Plan will be managed from the present day to when the site is fully constructed and occupied.

7.2 Management Strategy

7.2.1 The Travel Plan will be managed internally by a Travel Plan Coordinator (TPC). The TPC will therefore be responsible for the Travel Plan's Day to day implementation as well as its formal monitoring requirements (detailed later within this document / Section 9).

7.2.2 The implementation and ongoing management of the Travel Plan will be done in consultation with the council and communications will be maintained throughout the lifetime of the Travel Plan.

7.2.3 The TPC will ensure sufficient time is given to undertake the role. Staff will also be given sufficient time to fill in surveys at the required time.

7.2.4 The TPC will be the 'face' of the Travel Plan and a point of contact for the occupants.

7.3 Enforcement

7.3.1 This Travel Plan will be secured by way of a Condition related to the proposed development's planning consent.

7.4 Travel Plan Coordinator

7.4.1 The Travel Plan Coordinator (TPC) will be responsible for the day to day management and implementation of the Travel Plan.

7.4.2 Up to date details for the TPC will be provided to the council on appointment. If the role changes new details will be provided.

7.4.3 The individual should be interested in sustainable travel issues. They will be keen to promote sustainable travel issues and raise awareness overtime, thus encouraging the uptake of these modes facilitating the required modal shift.

7.4.4 The TPC will market the personalised travel planning services. This service will be freely provided to all staff. They will undertake a meet and greet exercise when the Travel Plan is formally launched where they will introduce themselves making themselves known as the 'face' of the Travel Plan. At this point, they will make the offer of the free personalised travel planning services.

7.4.5 The TPC will provide a link between the staff and the council who have a number of sustainable travel information sources, initiatives and updates available. They will ensure that all latest updates are communicated to staff highlighting a positive and proactive approach with regard to sustainable travel in and around the council.

7.4.6 The main duties of the TPC will consist of the following;

- » Be a contact point and 'face' of the Travel Plan;
- » Ensure their contact details are provided within the main information sources, these being the staff travel packs, development website and staff notice boards;
- » Establish good communications/relations between themselves and the relevant contact at the council upon their appointment;

- » Ensure they are fully aware of all the sustainable travel options to and from the site and provide personalised travel planning to all staff;
- » Ensure that they are fully up to date with the current sustainable travel initiatives provided by the council so that these can be further promoted throughout the site;
- » Be up to date on nationwide events such as 'bike to work week', 'national lift share day' and 'sustainable travel week' so that these events can be promoted throughout the site;
- » Look at the feasibility of setting up a 'Bike User Group' (BUG) and, if demand dictates, manage it; and
- » Organise the monitoring surveys and compile the review report.

7.5 Staff Travel Pack

7.5.1 A Staff Travel Pack (STP) will be provided as part of the information provided to all new staff upon commencing employment.

7.5.2 The STP will include the following;

- » A mission statement detailing the aim and objectives of the Travel Plan;
- » Contact details of the TPC and brief introduction about them such as their commitment to promoting sustainable travel. The duties the TPC is responsible for such as personalised travel planning services will also be detailed;
- » Site location plan highlighting its proximity to local transport provisions, walking and cycle routes;
- » Examples of walking or cycling journeys to destinations such as the nearby train stations or other local destinations such as convenience stores;
- » Health, environmental and economic benefits of travelling via sustainable modes;
- » Public Transport routes, spider maps and timetables;
- » Details of cycling initiatives provided by council; and,
- » Details of local taxi services.

7.5.3 An update of the STP detailing timetables and route maps will be sent out on an annual basis to ensure all information is kept up to date.

7.5.4 A copy of the proposed STP will be provided to LBH.

7.6 Staff Notice Boards

7.6.1 Staff notice boards will be located in the communal areas which are highly frequented by staff. The notice boards will hold the following information:

- » A mission statement of the Travel Plan;
- » Contact details of the TPC and brief introduction about them such as their commitment to promoting sustainable travel. The duties the TPC is responsible for such as personalised travel planning services will also be detailed;
- » A location plan of the site and the local facilities and public transport services;
- » Public transport route maps and timetables;
- » Local cycling routes;
- » Details of local taxi services; and,

- » An area will be provided for promotional material to be clearly displayed. This material will be nationwide promotional material such as 'bike to work week' posters (many of which can be obtained from the internet) and local promotional events.

7.7 Company Website / Intranet

7.7.1 This will provide an online version of the Staff Notice Board. However in addition to the above it will provide the following;

- » An electronic Travel Pack that can be downloaded by people wishing to visit the site;
- » An opportunity to register ones email address to receive promotional material and updates via email.

7.7.2 Most of the above information will require updating as and when details change, such as timetable changes. The TPC will ultimately be responsible for the provision of up to date and relevant information on all the communication methods set out within this section.

7.7.3 The promotional material will be more frequently updated and this will be communicated via the following mediums:

- » Staff Notice boards;
- » Development Website; and,
- » Email.

7.8 Summary

7.8.1 This section highlights that a firm management structure will be put in place at the development. The appointed management company / TPC will be responsible for the implementation of the Travel Plan.

8. TRAVEL PLAN MEASURES

8.1.1 The main aim of sustainable transport policy is to reduce single occupancy car use by promoting a choice of alternative means of transport. The main alternatives are as follows:

- » Walking,
- » Cycling,
- » Motorcycle,
- » Car Sharing,
- » Train,
- » Taxi / Minicab; and,
- » Bus.

8.1.2 This section will set out the proposed package of measures which will be implemented across the site. In accordance with the BREEAM guidance, the following measures have been considered when developing the travel plan:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development (see Tra 02 Sustainable transport measures: option 2)
- Provision of a public transport information system in a publicly accessible area (see Tra 02 Sustainable transport measures: option 3)
- Provision of electric recharging stations (see Tra 02 Sustainable transport measures: option 4)
- Provision of parking priority spaces for car sharers (see Tra 02 Sustainable transport measures: option 5)
- Consultation with the local authority on the state of the local cycling network and on improvements (see Tra 02 Sustainable transport measures: option 6)
- Provision of dedicated and convenient cycle storage (see Tra 02 Sustainable transport measures: option 7)
- Provision of cyclists' facilities (see Tra 02 Sustainable transport measures: option 8)
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas
- Restrictions or charging for car parking
- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes
- Provision of suitable taxi drop-off or waiting areas

8.2 Encouraging the uptake of Walking and Cycling

8.2.1 The proposed development has been designed to encourage walking and cycling. The provision of a continuous footway along the site's frontage on the western side of West Road will improve local connectivity not just for site users but all local pedestrians and cyclists.

- 8.2.2 Maps will be provided detailing the local pedestrian and cycle routes in the vicinity of the area. Examples such as journey times to certain locations will be detailed on the maps.
- 8.2.3 The internal site design will provide suitable lighting with car parking spaces located adjacent to the proposed building entrance. A proposed building entrance is also provided directly from the West Road footway on the western side of West Road.
- 8.2.4 Information on the health, economic and environmental benefits of walking and cycling will be detailed. Examples of the number of calories burned on a 10-minute walk or 20-minute cycle ride will be provided. Information of the savings on petrol by substituting the car for walking or cycling will also be provided. By providing examples, it offers some perspective on the actual benefits of travelling using these modes.
- 8.2.5 Cycle use is encouraged by the provision of secure cycle parking facilities at the site. The proposals include secure, sheltered and well-lit cycle parking provision in accordance with the minimum standards, located adjacent to the proposed building entrance. Showers will also be provided along with suitable changing areas with lockers to secure cycle equipment.
- 8.2.6 LBH provides a number of cycle initiatives that are available to anyone to live, works or studies within the Borough. This opens up a range of measures that can be used by all future site workers. Details of the measures provided include;
- » Free cycle training;
 - » Free cycle hire of both standard bicycles and cargo bikes;
 - » Electric cycle hire;
 - » Affordable cycle purchase scheme;
 - » Online tools to plot cycle journeys and find cycle facilities
- 8.2.7 The TPC will investigate the feasibility of implementing a cycle to work scheme which enables staff to take a loan from the company to purchase a bicycle. The repayment of this loan is then subtracted from the employee's salary before tax enabling them to make a saving as well as distribute the cost of the cycle over a period of time. Further details on this are provided at www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance.
- 8.2.8 The TPC will be required to locate local cycle shops and where possible negotiate discounts on cycles and cycle equipment for staff of the development.
- 8.2.9 Promotional events will be held. This could be a site wide event 'cycle to work week' or be a part of a nationwide event such as the national 'Bike Week' which is usually held in June and currently sponsored by Halfords. Posters can be downloaded and displayed throughout the site to encourage those who don't usually cycle to work to make a change for one week or even one day within that week.
- 8.3 Encouraging the uptake of Public Transport**
- 8.3.1 Two local bus services operate within 400 metres walk distance of the site. It is proposed that public transport will be well used but measures will be made available to further incentivise this mode.
- 8.3.2 The TPC will make contact with TfL to discuss the opportunity to provide additional services should they be required.
- 8.3.3 Details of the local bus routes as well as the location of the local train stations and the available services will be included within the STP.

8.3.4 The TPC will investigate the feasibility of future occupants offering season ticket loans for bus and train tickets. This enables employees to stagger the payment over a number of months and in turn enables them to make the cost saving associated with purchasing a season ticket as opposed to a daily ticket.

8.3.5 Public transport information will be made available in communal areas so that both staff and visitors can access the information. Timetables and maps will be kept up to date and a list of websites for further information will be listed such as www.traveline.org.uk / www.tfl.gov.uk provides national bus, rail and coach travel information and timetables.

8.4 Encouraging the uptake of Car Sharing

8.4.1 Car sharing is an excellent way to reduce the overall numbers of cars travelling to a site. The TPC will provide an email address to all staff interested in finding a car share partner. The TPC will then introduce potential partners.

8.4.2 In terms of the marketing of the car sharing scheme for staff, the following will be promoted:

- » Guaranteed parking space every day;
- » Guaranteed ride home in the event of an emergency and it is expected that this will be secured with a local taxi firm. This provides reassurance that staff will not be stranded in the event of an emergency;
- » Benefits of car sharing in terms of reduced fuel costs, an important issue given recent increases in fuel costs (www.liftshare.com); and,
- » Members will be made aware of the benefits of car sharing with other employees.

8.5 Motorcycles

8.5.1 Motorcycles are considered to be more efficient than other private motorised forms of transport as they require less road space; generally use less fuel and their emissions tend to be lower than those of the private car.

8.6 Car Parking

8.6.1 The amount of car parking on site will be provided in line with the London Plan to encourage non car modes of travel. However, there will be no restrictions or cost charging on site for parking.

8.7 Taxis and Minicabs

8.7.1 Taxis can play an important role for staff and visitors at times when other modes of public transport may not be convenient or available. The on-site car park will provide sufficient turning area where taxis or mini cabs can drop off / pick up visitors. Contact details of local taxi companies will be made available on-site.

8.7.2 It may also be possible to negotiate special staff rates with a local taxi firm and this will be explored by the TPC. By contracting to one firm, higher discount may be arranged and promoting a commendable and reliable firm will also be reassuring to employees. This is to be investigated by the TPC.

8.8 Summary

8.8.1 This section has detailed the measures that will be implemented throughout the site. The measures will be reviewed on an annual basis in line with the monitoring and review timetable, discussed within Section 6, and where appropriate amended to reflect the travel patterns observed on site.

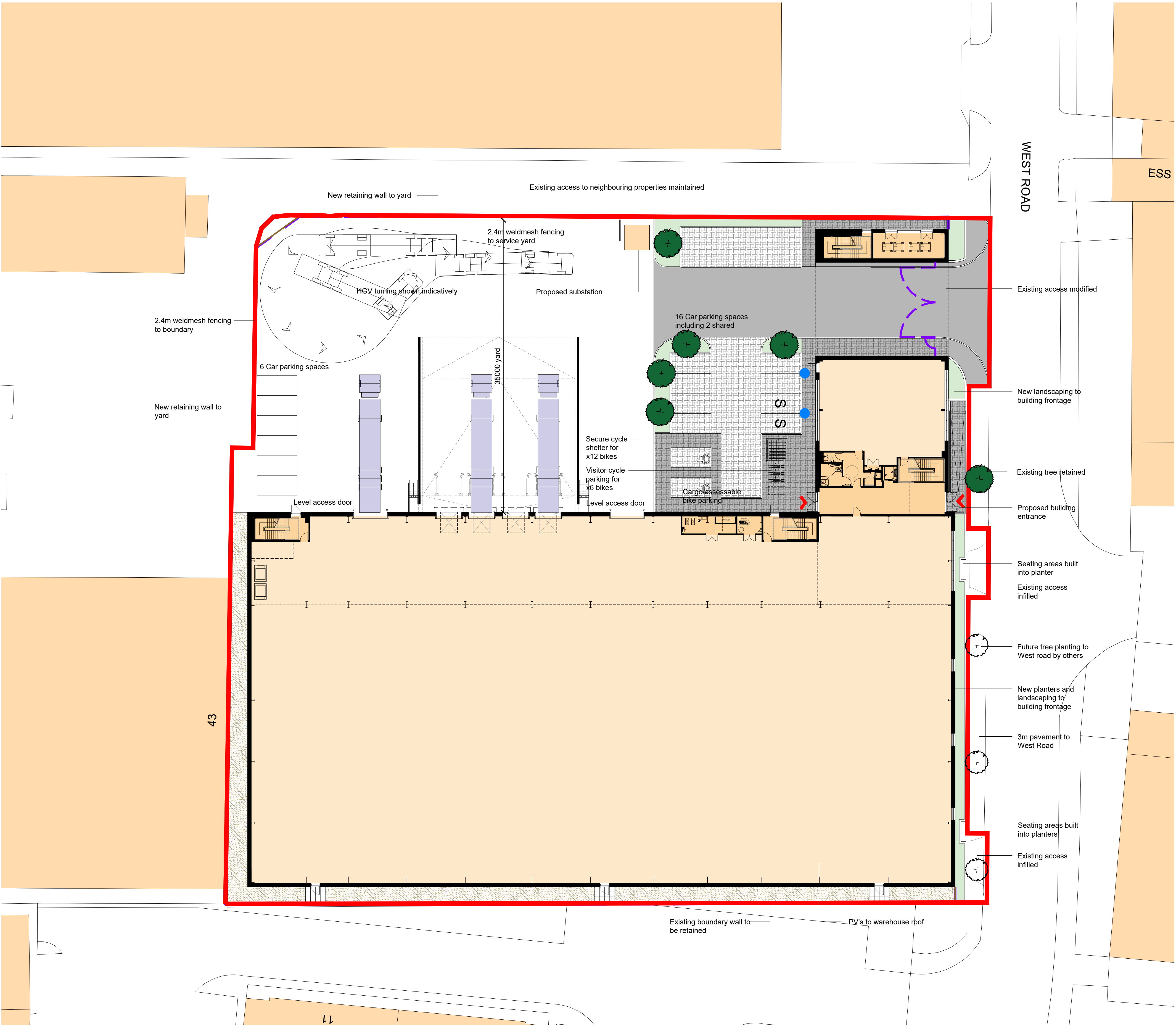
9. MONITORING AND REVIEW

- 9.1.1 By undertaking a travel survey every two years the success of the Travel Plan in its ability to influence staff travel behaviour can be measured. The modal split of how employees travel will be recorded to ensure that the number of staff driving to work in their own private vehicle will reduce in favour of more sustainable modes.
- 9.1.2 TfL provide their own guidance in relation to the monitoring of Travel Plans. The requirements include bi-annual travel surveys using their formatted survey methodology. The travel survey will be undertaken in line with TfLs requirements / latest guidance.
- 9.1.3 In order to ensure an effective monitoring strategy is in place the following activities will be undertaken as part of a Travel Plan:
- » A baseline survey will be undertaken within 3 months of the becoming occupied to establish the baseline modal split,
 - » Periodic monitoring surveys will be undertaken in years 1 (baseline), 3 and 5 of the lifetime of the Travel Plan. This enables modal shift to be identified; and,
 - » The answers to the main mode question should be used to identify the mode split for the site.
 - » A car parking survey will be undertaken. This will be carried out in line with the Car Park Management Plan that will ensure efficient use of the car park.
- 9.1.4 Other data collected might include:
- » Personal information such as home postcode, job type, nature of work and working hours,
 - » Reasons for choice of travel mode and barriers to travel by sustainable modes,
 - » Additional information about measures which are likely to encourage a switch to sustainable alternatives; and,
 - » The amount of business travel undertaken during the working day and opportunities for switching to alternatives.
- 9.1.5 Travel surveys will be undertaken at a similar time each year and in a 'neutral' month, avoiding school holidays.
- 9.1.6 Travel surveys may be undertaken online or via hard copy, whichever is considered to be most appropriate for the nature of the organisation to ensure a good and representative response. Organisations should aim to achieve a response rate of at least 30% for baseline surveys, or at least be able to provide assurance to the local authority that the sample is representative if this response rate is not achieved.
- ### 9.2 Remedial Action
- 9.2.1 If the travel survey highlights that the site is not meeting its targets, remedial measures will be required to be implemented on site to rectify the situation. These will be devised in consultation with LBH. A number of potential remedial measures are listed below:
- » Run awareness campaign reinforcing alternatives to car travel;
 - » Allocation of additional resources to promote non-car modes of transport.

10. SUMMARY AND CONCLUSIONS

- 10.1.1 A Travel Plan has been prepared on behalf of Hillwood Developments International Ltd in relation to their proposal to redevelop the existing industrial site at West Road, Tottenham, London.
- 10.1.2 The proposals comprise the demolition of all buildings and structures and the construction of single speculative building for flexible B2 general industrial, B8 storage and distribution, and E(g)(iii) light industrial uses with ancillary office, associated service yard, access point, car parking, and landscape planting.
- 10.1.3 Access to the site will be retained from a single point of access from West Road at the northeast corner of the site. The other existing crossovers along West Road would be closed and returned to footway.
- 10.1.4 The Travel Plan measures contained in this Travel Plan will be initiated once the development is completed, and the results of a baseline staff travel survey will be submitted to LBH within 3 months of the proposed site's full occupation. The Travel Plan Coordinator will implement the plan and control the day to day management of the Travel Plan, which will include consultation with LBH.
- 10.1.5 This document sets out how site users will travel to and from the development by modes other than private car and has indicated that these opportunities, as well as accompanying benefits will be set out within marketing material which will be prepared in respect to this development.
- 10.1.6 It can therefore be concluded that the framework established by this Travel Plan is sufficiently robust to maximum the use of sustainable travel choices that are available to travel to / from the proposed site. At the same time, it maintains a degree of flexibility to enable the Travel Plan to respond to changing circumstances and continue to deliver optimal use of sustainable transport choices into the future.

Appendix A Proposed Site Layout Plan



KEY

- Application Boundary
- New 2.4m Black weldmesh fence with matching swing gates
- Retaining wall
- Electric vehicle charging points (4 active charging spaces provided)
- Accessible parking bay
- Proposed soft landscape
- Proposed trees
- Existing tree
- New concrete service yard
- New tarmacadam surfacing
- Charcoal block paving to pedestrian areas
- Natural block paving to vehicular areas
- Consolidated gravel with fines

AREAS	
GEA	
Ground	44,778ft² / 4,160m²
First	7,277ft² / 676m²
Second	7,277ft² / 676m²
Mezz	8,193ft² / 761m²
Total	67,525ft² / 6,273m²

Site Area 2.47A / 1.0Ha
Density 88%

Client:
HES UK ENTERPRISES 25 GP LTD



Project:
WEST ROAD TOTTENHAM

12 Warren Yard,
Warren Park,
Milton Keynes,
MK12 5NW
01908 305 246

info@prc-group.com
www.prc-group.com

Drawing Title:
PROPOSED BLOCK SITE PLAN

Scale @ A1:
1:250

Checked by:
AMc

Date:
FEB 25

Job No:
11669

Stage:
PL

Drawing No:
203

Rev:
A

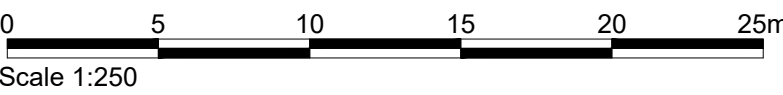
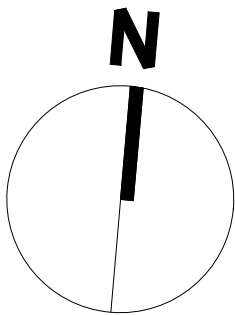
Issue Status:

- Construction ☐ Preliminary ☐
- Information ☐ Approval ☒
- Tender ☐

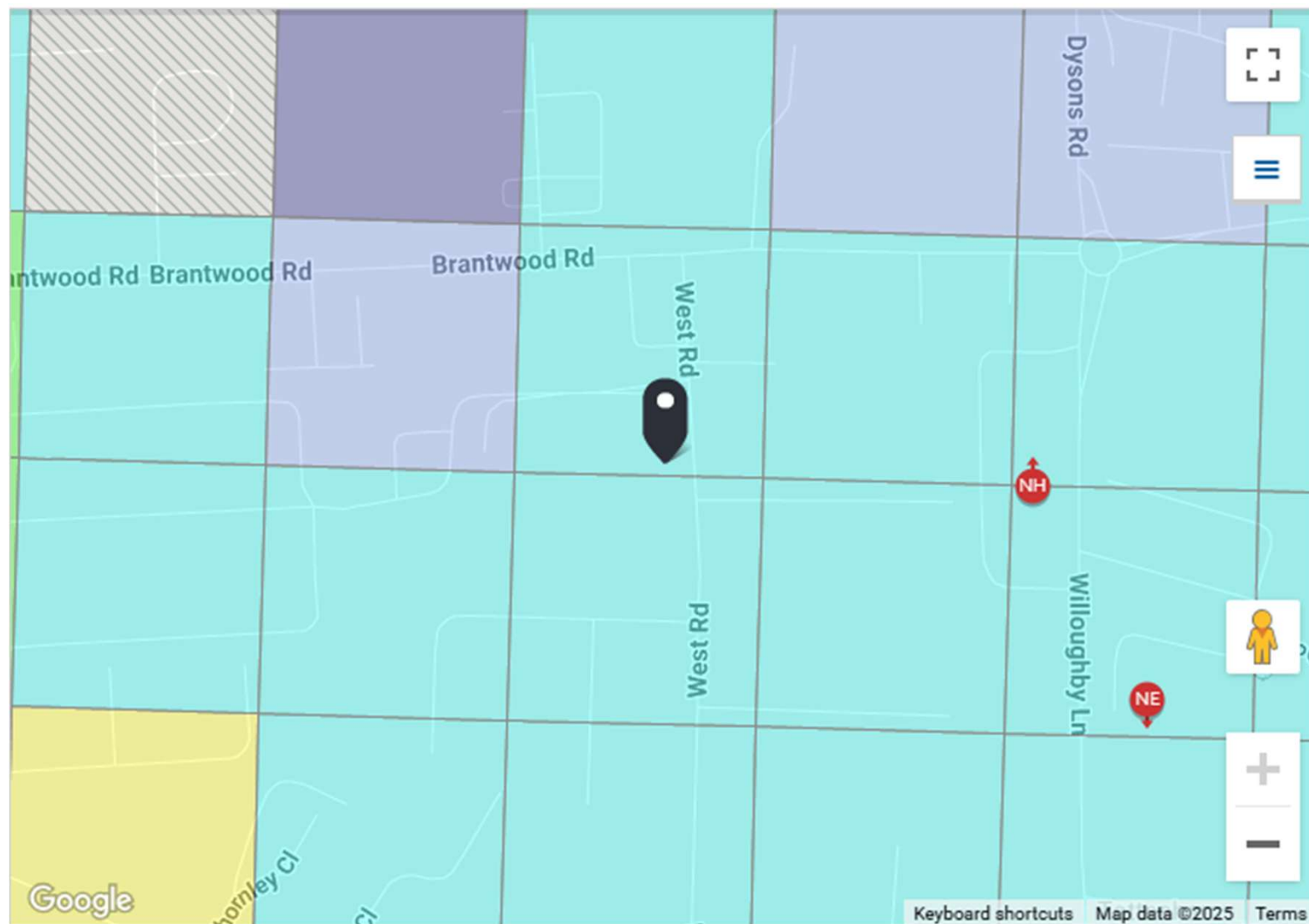
Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Offices

Woking
London
Milton Keynes
Warsaw



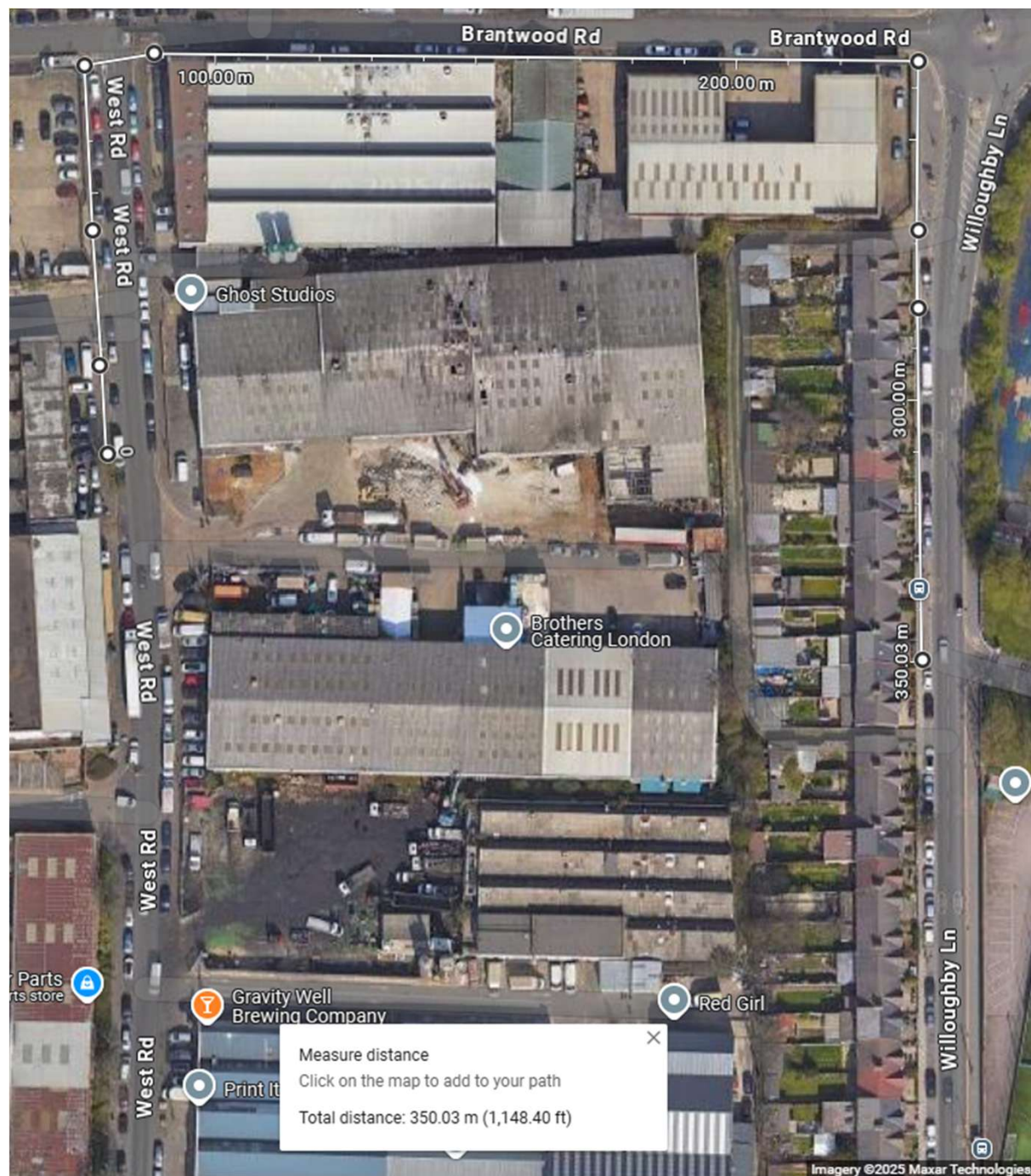
Appendix B AI Calculation (including calculation information / walking route evidence)

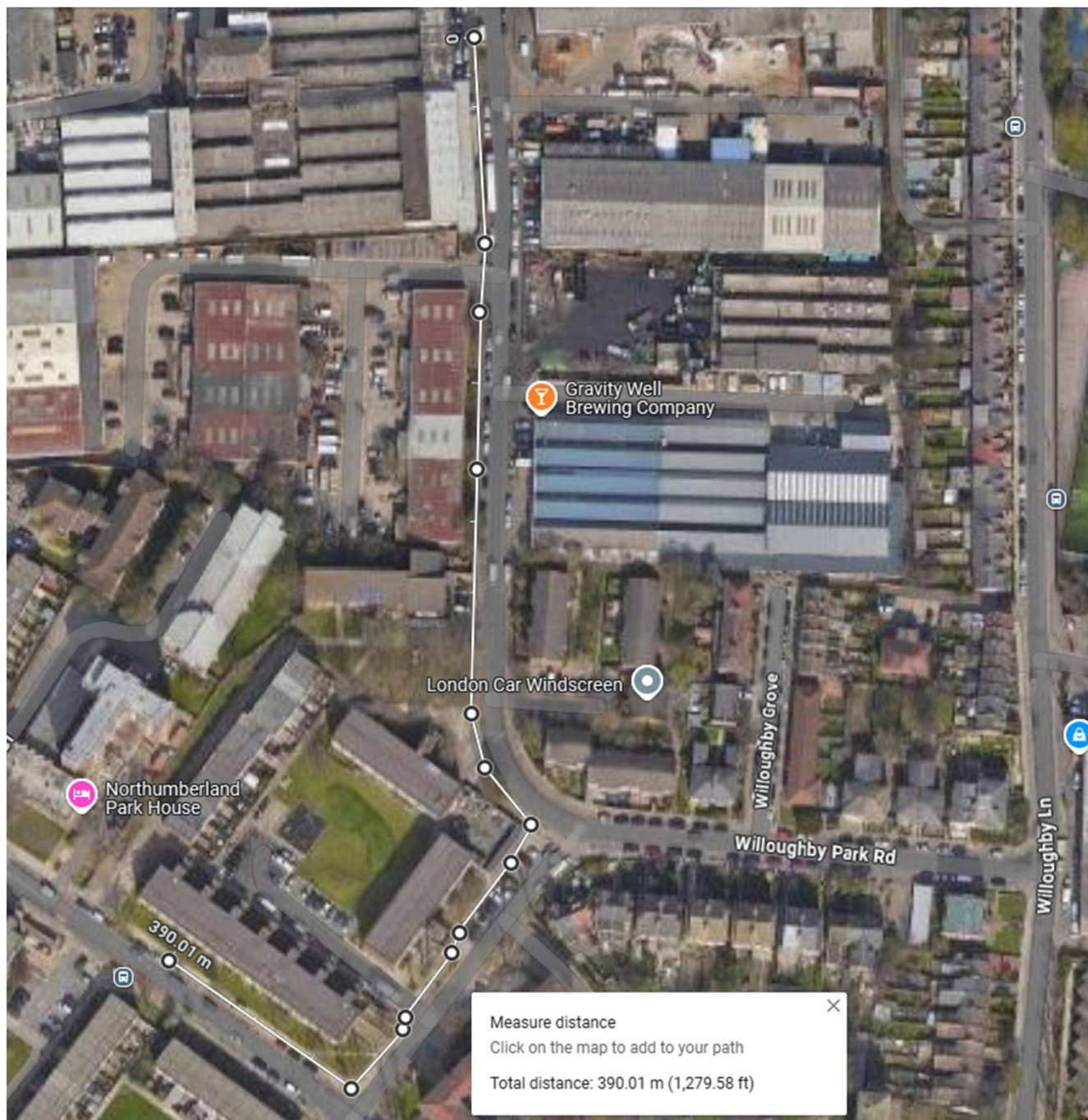


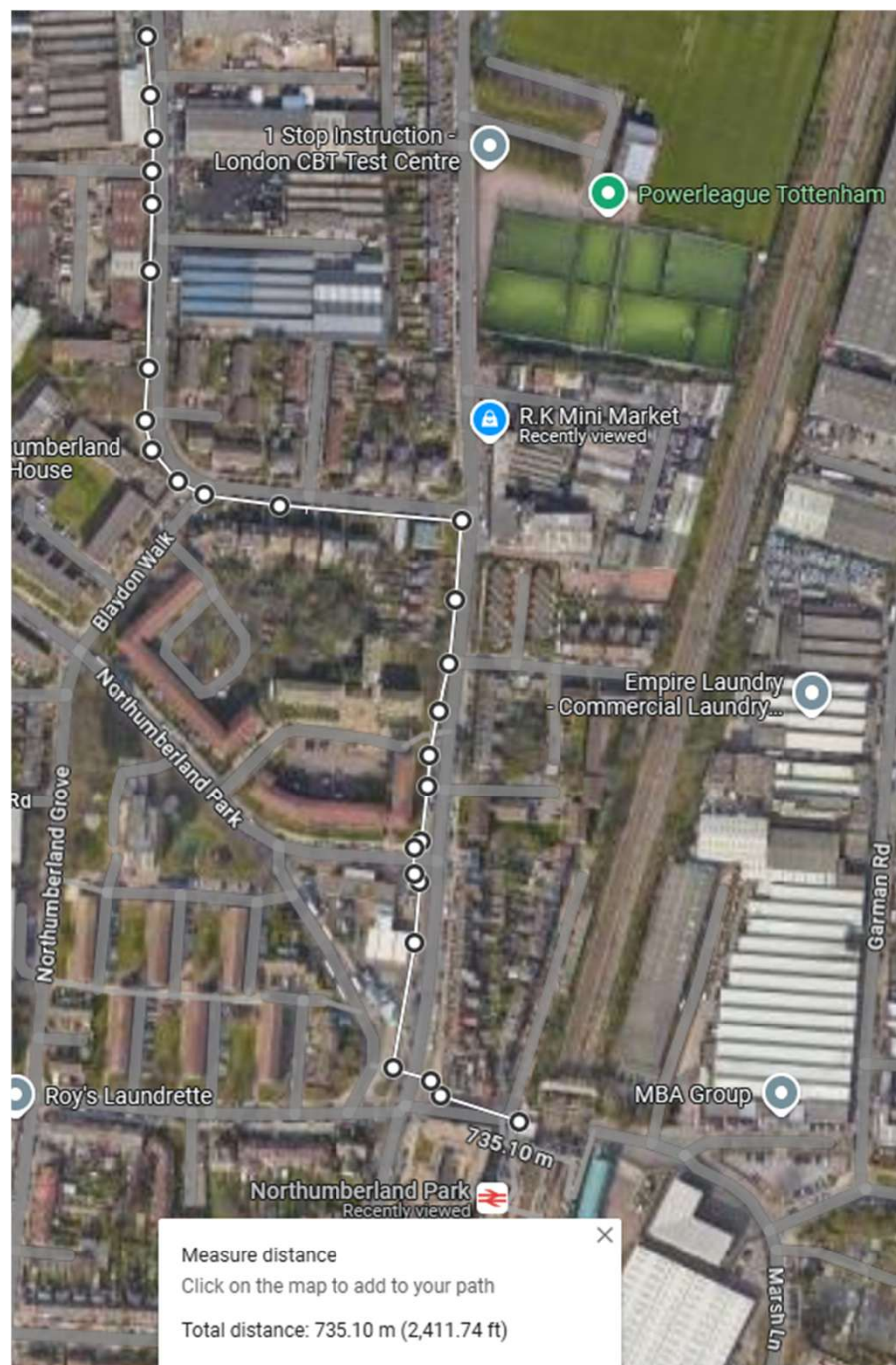
You can click anywhere on the map to change the selected location.

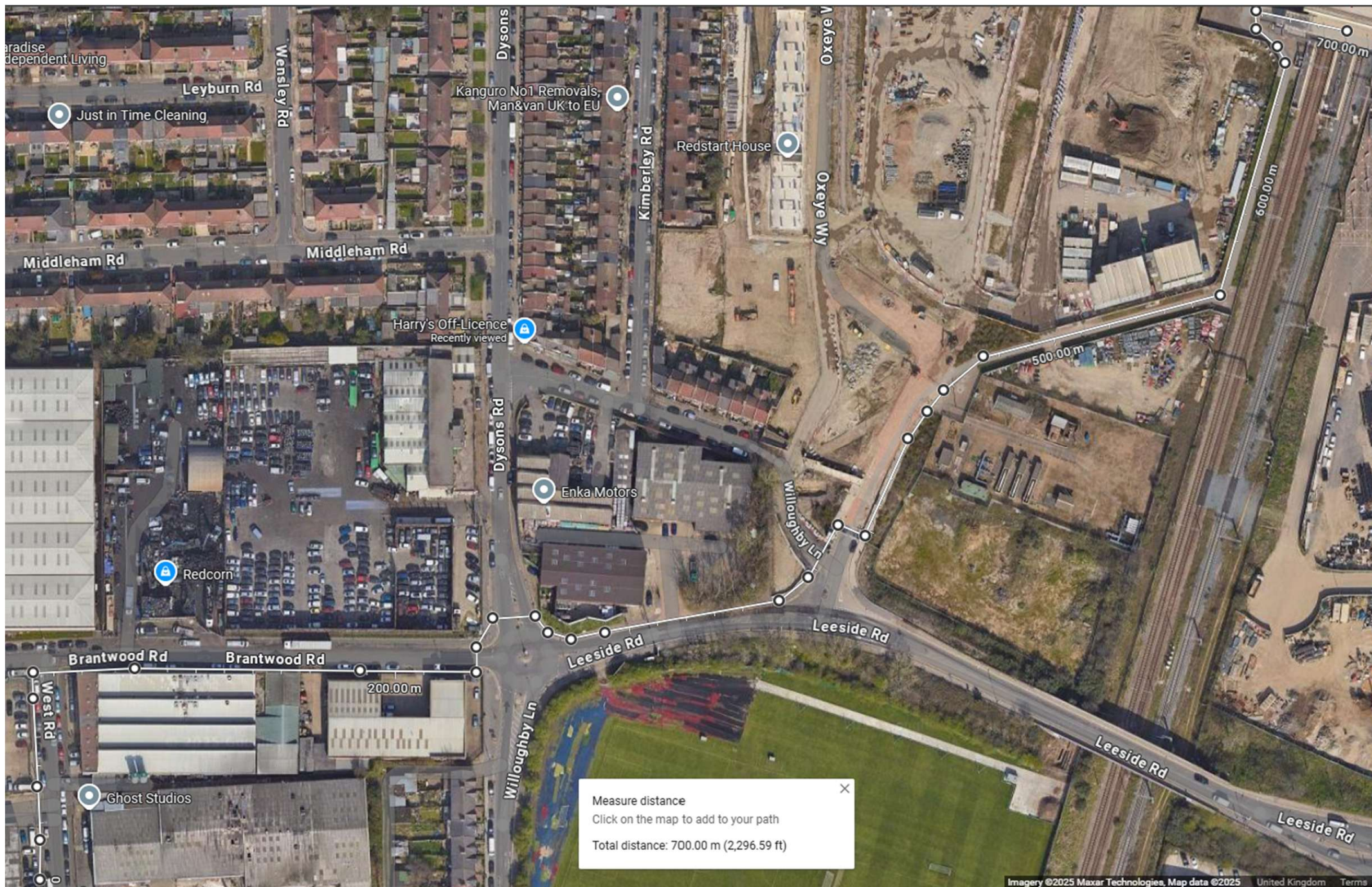
PTAL output for Base Year

2









Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	350									
Average frequency per hour	6									

NODE 2

Public transport type	Bus									
Distance to node (m)	390									
Average frequency per hour	11.5									

NODE 3

Public transport type	Rail									
Distance to node (m)	700									
Average frequency per hour	5									

Accessibility Index

6.42