

HIGHGATE NEWTON COMMUNITY PARTNERS TRAVEL PLAN



SYSTRA

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TRAVEL PLAN

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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by the London Borough of Camden (the Client) to provide transport and highways consultancy in support of the development proposals at Highgate Newton Community Partners, at 25 Bertram Street, London, N19 5DQ (the Site). The Local Planning Authority and Local Highway Authority is the London Borough of Camden (LBC).

1.1.2 Planning permission was granted (ref: 2016/6088/P) in July 2017 for the redevelopment of the existing Highgate Newtown Community Partners (HNCP) and Fresh Youth Academy (FYA) and the change of use of the People’s Mission Gospel Hall to provide replacement community facilities and 31 residential units with associated public open space, landscaping, cycle storage, plant and disabled parking.

1.1.3 Planning permission was subsequently granted in March 2019 (ref: 2018/5774/P) for a revised scheme whereby the principles of development remained the re-provision of community facilities and new residential units, but incorporating standalone residential and commercial buildings and an increase in residential units to 41 from 31 (the Consented Development). The Consented Development includes the provision of cycle parking facilities and refuse storage.

1.1.4 Planning permission was subsequently granted in August 2023 (ref: 2023/2662/P) to secure minor modifications to the Consented Development, whereby the principles of development remained the re-provision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36. Access arrangements, car parking and cycle parking provision remain as per the Consented Development.

1.1.5 Condition 38 of the planning permission (ref: 2018/5774/P) requires:

Prior to occupation of any part of the development, a travel plan shall be submitted to and approved by the local planning authority. Confirmation that the necessary measures to secure the travel plan monitoring contribution shall also be submitted to and approved in writing by the Local Planning Authority. The proposals will be maintained in accordance with this plan thereafter.

Reason: In order to protect the pedestrian environment and the amenities of the area generally and to ensure the continued free flow of traffic in the area in accordance with Camden Local Plan policies T1, T2 and T3.

1.1.6 This Travel Plan (TP) has been prepared to complete the discharge of Planning Condition 38. The TP covers all land uses of the Consented Development and builds on the Framework Travel Plan prepared and submitted as part of the planning application.

1.1.7 The scope of this TP was discussed with and confirmed by LBC Highways via email in July 2022.

1.2 Travel Plan Purpose

1.2.1 A Travel Plan provides a strategic tool to promote more sustainable travel choices and can reduce the reliance on the car, resulting in benefits including reduced parking demand and improved accessibility. It can bring about a number of benefits to site users and the wider community, and can result in localised environmental and health benefits through a reduction in vehicular traffic.

1.2.2 This TP has been prepared in accordance with the Communities and Local Government Planning Practice Guidance and the general requirements of TfL's '*Travel Planning Guidance*' (2013) and local policy.

1.2.3 The TP aims to demonstrate the commitment to creating a sustainable development, which promotes active travel through walking and cycling in comparison of a reliance on the private car.

1.3 Report Structure

1.3.1 Following this introductory section, the remainder of this TP is structured as follows:

- **Section 2: Policy & Guidance Review** – Outlines national, regional and local policy relevant to the Consented Development.
- **Section 3: Baseline Conditions** – Considers the accessibility of the Site and summarises transport conditions prevailing in the surrounding area, including pedestrian and cycle facilities, public transport services and car parking provision.
- **Section 4: Consented Development** – Provides an overview of the Consented Development.
- **Section 5: Aims, Objectives & Targets** – Outlines the aims, objectives and targets associated with the TP.
- **Section 6: Travel Plan Strategy & Measures** – Sets out the measures that will be implemented at the Consented Development to encourage travel by active and sustainable modes and manage travel demand.
- **Section 7: Monitoring Strategy** – Provides a strategy for the monitoring and implementation of the TP.
- **Section 8: Action Plan** – Sets out the Action Plan for delivery of the TP.
- **Section 9: Summary & Conclusion** – Provides a summary and outlines the main conclusions drawn from the TP.

2. POLICY & GUIDANCE REVIEW

2.1 General

2.1.1 This section reviews current and emerging land use and transport planning policies at national, regional and local government levels specific to travel planning.

The London Plan

2.1.2 The London Plan was adopted in March 2021. It supports the concept of growth being socially, economically inclusive and environmentally sustainable, with a major focus on sustainable development.

2.1.3 The London Plan sets out the Mayor’s vision for the development of London until 2041. It is an overall strategic plan, setting out an integrated economic, environmental, transport and social framework for the development of London. It provides the strategic framework within which planning decisions are made, enabling a shared vision for London across all boroughs and establishing policies that all parties involved in new developments to understand expectations and requirements.

2.1.4 Policy T1 notes that development proposals should ‘*facilitate the delivery of the Mayor’s strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041*’; this increases to 95% for all trips within Central London. Policy T5 requires new development to provide appropriate levels of cycle parking that is fit for purpose, secure and well-located.

Mayor’s Transport Strategy

2.1.5 The Mayor’s Transport Strategy (MTS) sets out the policies and proposals of the Mayor of London to reshape transport in London over the next 25 years. It builds on the vision for a better London outlined in ‘*A City for All Londoners*’ and takes forward the approach set out in ‘*Healthy Streets for London*’.

2.1.6 The vision of the strategy is to reduce the need for car travel and encourage walking and cycling. By 2041 the strategy aims to achieve a modal split of 80% for trips made by public transport, cycle or on foot, with only 20% made by car. This represents a significant shift from existing travel patterns within London; at present, only 64% of journeys are made using sustainable and active modes.

2.1.7 The visions of the Strategy include to:

- Create Healthy Streets and therefore healthy people, facilitated through all Londoners undertaking 20 minutes of daily activity, reducing road traffic collisions, all taxis and private cars requiring to be zero emission by 2033, and reducing freight traffic throughout the day, including during the standard network peak hours; and
- Create a good public transport experience, through the delivery of Crossrail 2 by 2033, creation of a London suburban metro by the late 2020s, and improvements to service accessibility and journey times.

TfL Travel Planning Guidance (2013)

2.1.8 TfL's Travel Planning Guidance (2013) describes a Travel Plan as:

'A long-term management strategy for an existing or Proposed Development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupiers of the site.

It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures aimed at encouraging sustainable travel'.

LBC Transport Supplementary Planning Document

2.1.9 LBC's Transport SPD was published in January 2021. Section 3 concerns the preparation of Travel Plans. It notes the role Travel Plans play in promoting increase use of sustainable travel modes and supporting a reduction in transport-related climate emissions, air pollution and congestion.

2.1.10 Whilst each TP is specific to the development it serves, the SPD notes that the overall aims of TPs include promotion of active and sustainable travel, reducing private car use by development occupiers and ensuring pedestrian and cycle permeability.

2.1.11 The SPD provides guidance on the structure and content of the TP, including measures, monitoring and setting targets, alongside management of the Travel Plan following occupation of the development.

3. BASELINE CONDITIONS

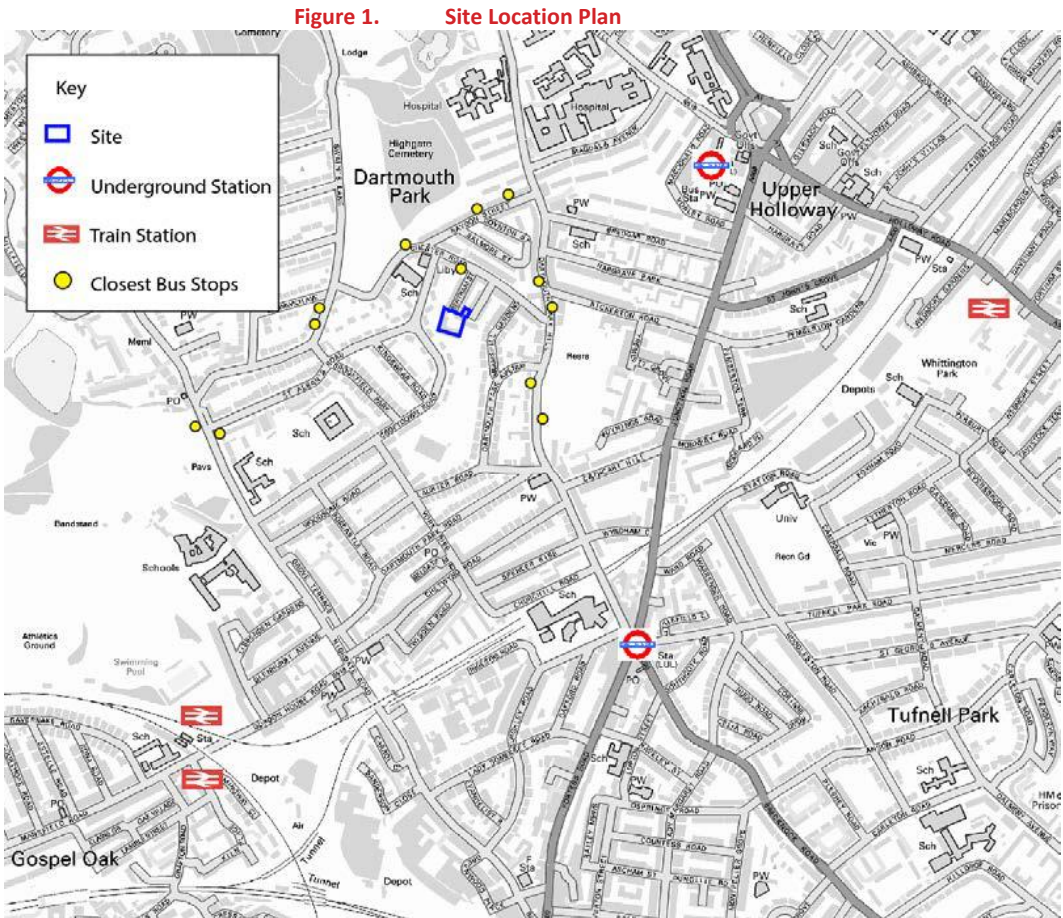
3.1.1 This section describes the existing transport conditions in the area surrounding the Site and is informed by desk based research. Transport baseline conditions are identified so that the context of the Consented Development and its potential impact on the local highway and transport network can be fully understood.

3.2 Site Location

3.2.1 The Site is located at the southern end of Bertram Street, a residential cul-de-sac in the London Borough of Camden. It is bound by Bertram Street to the north, properties fronting Croftdown Road to the west and south, and properties fronting Bramshill Gardens to the east.

3.2.2 Archway and Tufnell Park London Underground stations are situated approximately 650m north-east and 750m south-east of the Site respectively, whilst the closest London Overground stations are Upper Holloway (950m to the east) and Gospel Oak (950m to the southwest).

3.2.3 A plan detailing the location of the Site in the context of the surrounding area is shown in **Figure 1.**



3.3 Pedestrian & Cycling Facilities

Pedestrian

- 3.3.1 Existing pedestrian infrastructure in the vicinity of the Site is of good quality, and suitable for use by people with disabilities and young children. Footpaths are generally wide, smooth and good quality. Tactile paving and dropped kerbs are utilised at the majority of junctions and pedestrian crossing points in the vicinity of the Site.
- 3.3.2 In addition to the footways provided on both sides of streets in the vicinity of the Site, prior to development works commencing on-site, a footpath ran in a north-to-south direction from Croftdown Road, across Chester Road and to Balmore Street. As part of the Consented Development, pedestrian (and cycle) connectivity between Bertram Street and Croftdown Road will be provided through the Site and via its internal courtyard.
- 3.3.3 The topography of the vicinity of the Site results in a level difference of approximately 20m between the Site and both Gospel Oak and Upper Holloway stations, with a difference of approximately 10m between the Site and Archway station.

Cycle

- 3.3.4 The Site is located in close proximity to a number of segregated cycle routes, as well as quieter roads recommended for use by cyclists. To the west of the Site, Highway West Hill and Highgate Road are signed or marked for use by cyclists, and there are off-road routes through Hampstead Heath. Chester Road, Raydon Street and Dartmouth Street are labelled as quieter roads that are recommended for use by cyclists.

3.4 Public Transport Accessibility

- 3.4.1 Public Transport Accessibility Levels (PTALs) are a measure of accessibility from a specific location to the local public transport network. The measure takes account of the walk access time to a station or stop as well as the wait time and reliability of local public transport services. A PTAL assessment has been undertaken for the Site using the TfL Webcat service. The assessment confirms a PTAL of 3 (good), where 1a is a very poor PTAL rating and 6b is an excellent PTAL rating.
- 3.4.2 It is noted that WebCAT does not take into account the footpath that runs along the western edge of the Site, which reduces the walk distance to the Parliament Hill bus stops (served by routes 214 and C2) to 550m. However, whilst a manual assessment that includes this pedestrian route improves the Accessibility Index of the Site, it does not increase the PTAL to the next banding.
- 3.4.3 A copy of the full PTAL assessment for the Site is contained at [Appendix A](#).

3.5 Public Transport Services

Bus Services

- 3.5.1 The Site is currently served by a total of four daytime bus services (4, 134, 390 and C11). According to TfL standards, an accessible bus service can be reached within a maximum walk distance of 640m (an eight minute walk at 4.8kph). The closest bus stops to the Site are located on Chester Road, approximately 200m to the north of the Site.

London Underground Services

- 3.5.2 The Site is located approximately 650m north-east and 750m south-east of Archway and Tufnell Park London Underground stations respectively. Both stations lie on the same branch of the Northern Line and provide frequent services northbound towards High Barnet and southbound into Central London.
- 3.5.3 Trains run approximately once every four minutes in peak hours. Services from both stations provide access to destinations including Bank, Camden Town, Euston, Finchley Central, London Bridge, Stockwell and Tooting Broadway.

London Overground Services

- 3.5.4 The closest London Overground stations are Gospel Oak (1.25km) and Upper Holloway (1.2km). Upper Holloway lies on the branch that runs between Gospel Oak and Barking Riverside. Gospel Oak is served by two branches of the London Overground, with frequent connections to West Hampstead, Richmond and Stratford.

3.6 Local Highway Network

Bertram Street

- 3.6.1 Bertram Street is 7.0m wide cobbled residential cul-de-sac which runs north-south and connects the Site to Chester Road. Parking bays are marked on both sides of the carriageway. Footway build-outs are provided at the northern end of and half way down Bertram Street, which narrow the carriageway width to approximately 3.2m.
- 3.6.2 At present, there is no turning head provided on Bertram Street, meaning vehicles have to turn in locations where there are empty parking spaces, or travel in reverse gear along the entire length of the road. The latter practice is currently undertaken by refuse vehicles, which reverse back onto Chester Road. It is noted that traffic volumes on Bertram Street are low; however, such manoeuvres could be considered a highway safety hazard.

Chester Road

- 3.6.3 Chester Road is located to the north of the Site and is adopted by LBC as the Local Highway Authority. It runs east-west between Swan's Lane and Dartmouth Park Hill. Residential parking and wide footways are provided both sides of the road. Vehicles are permitted to travel in a westbound direction only on the section of Chester Road between Dartmouth Park Hill and Raydon Street.
- 3.6.4 There are a series of footway build-outs and associated speed cushions provided on Chester Road, aimed to reduce vehicle speeds and provide informal crossing points for pedestrians.

Croftdown Road

- 3.6.5 Situated to the south of the Site, Croftdown Road runs north-east to south-west between Chester Road and Highgate Road and facilitates two-way traffic for its duration. It is also adopted by LBC as the Local Highway Authority. Speed humps are installed at frequent intervals to reduce vehicle speeds.

3.6.6 No stopping and loading is permitted on Croftdown Road adjacent to the pedestrian route that links to the Site between 07:30 and 18:00, Monday to Saturday.

3.7 Parking

3.7.1 Streets in the vicinity of the Site (including Bertram Street and Croftdown Road) are located in Controlled Parking Zone (CPZ) CA-U, with restrictions on parking operational between the hours of 10:00 and 12:00, Monday to Friday.

3.7.2 The majority of the parking bays on Chester Road, Croftdown Road and at the northern end of Bertram Street are available for use by permit holders only during CPZ operational hours, and for general public use without charge at other times.

3.7.3 The bays at the southern end of Bertram Street and a limited number on Chester Road are shared use (for permit holders or Pay & Display) during CPZ hours, with a maximum stay of 1.5 hours permitted. Outside of CPZ hours, bays can be used without charge or stay duration restriction.

3.7.4 There are a number of disabled parking bays in the area, including two on Bertram Street (one adjacent to the Site entrance and one approximately mid-way down its length), and two on Croftdown Road, close to the pedestrian footpath. Whilst these are within a short walk distance of the Site, the bays on Croftdown Road are designated to a specific permit holder, as shown in [Figure 2](#).

Figure 2. Dedicated On-Street Disabled Parking, Croftdown Road



Car Club

3.7.5 The closest car club spaces to the Site are located on:

- Bickerton Road (Zipcar), located approximately 350m to the east of the Site;
- Dartmouth Park Hill / Highgate Hill (Zipcar), located approximately 950m to the north of the Site;
- Darmouth Park Road (Zipcar), located approximately 600m to the south of the Site;
- Ospringe Road (Enterprise), located approximately 1.35km to the southeast of the Site;
- Pemberton Gardens (Zipcar), located approximately 600m to the east of the Site;

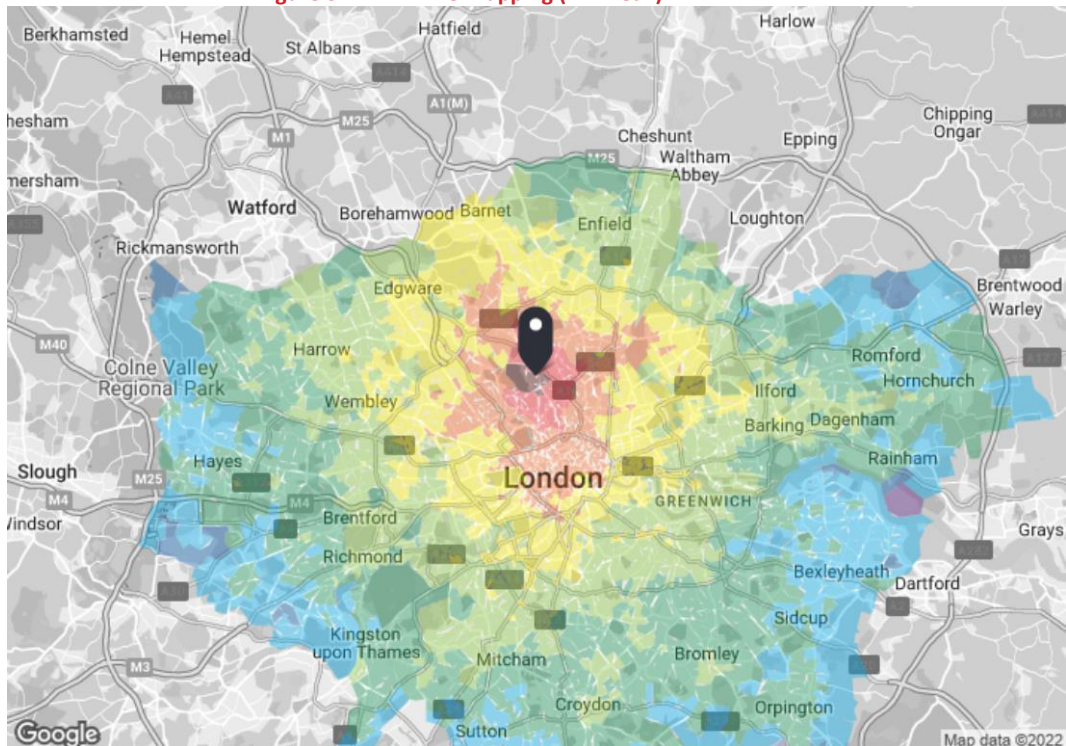
- Sherlock Road (Enterprise), located approximately 1.75km to the south of the Site;
- St Alban's Road (Zipcar), located approximately 600m to the west of the Site; and
- St John's Grove (Zipcar), located approximately 1km to the east of the Site.

3.8 Travel Accessibility

3.8.1 A Time Mapping (TIM) assessment has been undertaken for the Site using the TfL Webcat service. This confirms the area that can be reached from the Site by public transport within different journey time bands. Figures 3 and 4 show the spatial extent that can be reached from the Site in the standard network morning and afternoon peak hours respectively. The following bandings are shown:

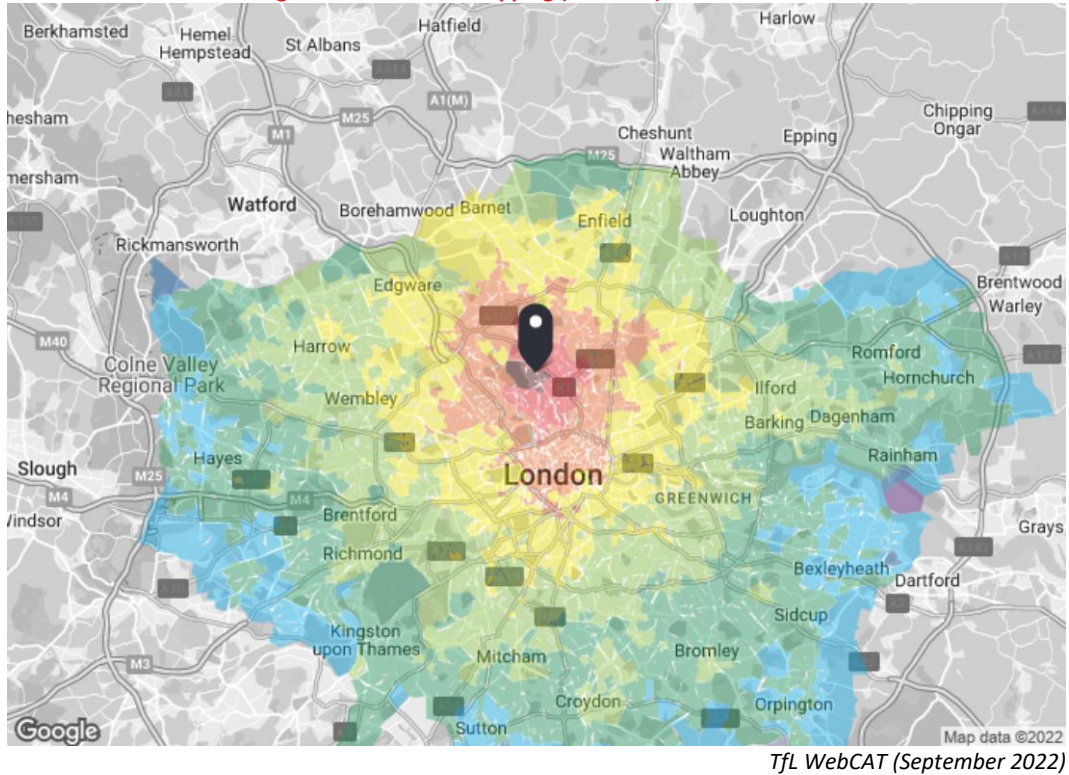
- Less than 15 minutes (dark red);
- 15-30 minutes (red);
- 30-45 minutes (orange);
- 45-60 minutes (yellow);
- 60-75 (light green);
- 75-90 (dark green);
- 90-105 (light blue); and
- 105-120 (dark blue).

Figure 3. Time Mapping (AM Peak)



TfL WebCAT (September 2022)

Figure 4. Time Mapping (PM Peak)



3.8.2 It can be seen that large parts of North and Central London, including the West End and the City, can be reached within a 45 minute travel time from the Site in both peak hours.

4. CONSENTED DEVELOPMENT

4.1 General

- 4.1.1 This section provides an overview of the Consented Development, including land uses and unit numbers, parking provision and access details.
- 4.1.2 The Consented Development to which the planning condition is associated incorporates the demolition of the building previously located on the Site and construction of a new building to provide a new home for the community centre uses previously located on-site through the Highgate Newton Community Partners (1,892 sqm), and three buildings accommodating residential units.
- 4.1.3 This will be supported by associated public open space, landscaping, cycle parking, plant and refuse storage.
- 4.1.4 Planning permission was subsequently granted in August 2023 to secure minor modifications to the Consented Development, whereby the principles of development remained the reprovision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36.
- 4.1.5 A total of 36 units will be provided across three buildings, comprising 1x studio, 19x one-bed, 8x two-bed, 3x three-bed, 3x four-bed and 2x six-bed.
- 4.1.6 Access arrangements, car parking and cycle parking provision remain as per the Consented Development.
- 4.1.7 The planning applications allows for the community use to be operational between the hours of:
 - 08:30 and 22:00, Monday to Thursday;
 - 08:30 and 23:30, Friday and Saturday; and
 - 09:30 and 21:00, Sunday.
- 4.1.8 HNCP has confirmed that the community uses, incorporating the ground floor, first floor and hall, are expected to accommodate a peak capacity of 300 people. LBC’s Youth Service will occupy other floors of the building.

4.2 Access

- 4.2.1 The Site’s internal courtyard has been designed as primarily a pedestrian space to deter the use of this space by vehicles. To ensure that the courtyard operates as intended, it is intended to restrict access to permitted vehicles only through the installation of a key-operated telescopic rising bollard.
- 4.2.2 Any unscheduled access in the week will be managed by HNCP and FYA staff during their operating hours. Deliveries will be undertaken from a new loading bay to be provided on Croftdown Road (see **Section 5**).

4.2.3 This arrangement will be reviewed by LBC (as freeholder) at regular intervals and modified if required.

4.3 Car Parking

4.3.1 The residential element of the development is proposed to be car-free, in line with Camden policy. Given the Site’s PTAL level is towards the upper end of 3, it is expected that that residents will be able to travel sustainably, without the need to travel by car. By not providing car parking spaces for the residents, and restricting residents from applying for on-street parking permits, the impact of the new residential units on the surrounding highway network will be minimised.

4.3.2 As part of the planning application for the Consented Development, it was agreed that if any residential units were to be adapted for disabled residents, allocated disabled car parking spaces could be provided on-street, similar to those located on Croftdown Road. This is in line with CPG 7, which states that:

‘Where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not’.

4.3.3 It is noted that any disabled users travelling by car to the community centre use will be able to be dropped off or picked up on Croftdown Road or Bertram Street, within an accessible walk distance of the community centre uses.

4.3.4 In Camden, blue badge holders are able to park in blue badge bays, resident permit bays, shared use bays and paid-for parking bays without charge. Additionally, holders can park for up to three hours on single and double yellow lines where there is no loading ban, when displaying the arrival time on the blue badge clock. Disabled motorists can therefore make use of a range of parking opportunities in the vicinity of the Site.

4.4 Cycle Parking

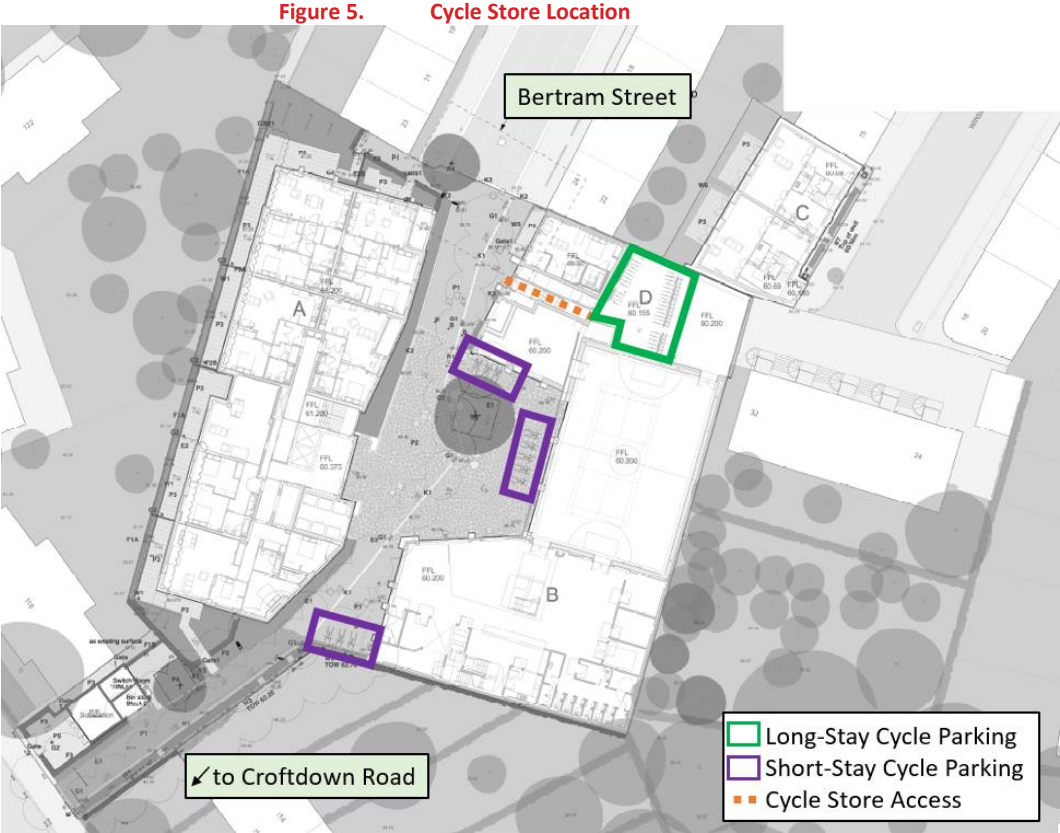
4.4.1 An overview of cycle parking to be provided as part of the Consented Development is provided in [Table 1](#).

Table 1. Cycle Parking Provision

UNIT TYPE	SHORT-STAY	LONG-STAY
Residential	2	58
Community Centre	20	0
Total	22	58

4.4.2 Residential cycle parking accords with minimum standards stipulated by the London Plan adopted at the time of the planning application, requiring one long-stay space per studio and one-bed unit, and two long-stay spaces for all other dwellings, alongside one short-stay space per 40 units.

4.4.3 Residential long-stay cycle parking will be located within a consolidated sheltered and secure cycle store located at ground floor adjacent to Block D, as highlighted in **Figure 5**. The 22 short-stay cycle parking spaces will be provided in the form of eleven Sheffield stands in two locations within the internal courtyard.



4.5 Servicing & Refuse Collection

4.5.1 The majority of delivery and servicing activity associated with the Consented Development will be undertaken on-street, from a new loading bay to be provided on Croftdown Road. It is currently proposed that the following servicing and delivery trips will be undertaken from this loading bay:

- Residential deliveries;
- Community use deliveries; and
- HNCP minibus drop-off.

4.5.2 It is proposed for a loading bay to be provided on Croftdown Road, in front of the crossover provided to enable construction works for the Consented Development. Single yellow line restrictions are currently in place in this location.

4.5.3 Refuse collection activity will be undertaken from within the courtyard, with vehicles accessing via Bertram Street. Refuse vehicles will enter and exit the Site in forward gear. Emergency vehicle access will also be provided to the courtyard.

4.5.4 Servicing activity associated with the two freehold houses located in Block C will be undertaken on-street from Winscombe Street.

4.5.5 Compared to the previous arrangement at the Site, whereby all servicing and refuse collection vehicles were required to reverse the length of Bertram Street on leaving the Site, the proposed arrangements that include the possibility for vehicles to turn on-site represents an improvement to road safety along both Bertram Street and Chester Road.

5. AIMS, OBJECTIVES & TARGETS

5.1 General

5.1.1 The objectives of the TP have been developed to accord with TfL and LBC requirements, which follow guidance outlined within the London Plan that aims for London to be:

‘A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system that actively encourages more walking and cycling...and supports delivery of all the objectives of this plan’.

5.2 Aim

5.2.1 The aim of this TP is to support the essential travel needs of all residents and visitors and to encourage residents to adopt healthy, sustainable travel choices in order to reduce reliance on the private car.

5.3 Travel Plan Potential

5.3.1 Benefits associated with a well-managed Travel Plan have the potential to extend beyond site users and can contribute to improvements in local air quality, noise and vibration reduction, and improvements to congestion and journey times. Travel Plans also have a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles through encouraging active lifestyles through sustainable and active travel choices.

5.4 Objectives

5.4.1 Objectives are the high-level aims of a TP. They help to give the TP direction and provide a clear focus. The Site-specific objectives of the TP are to:

- Raise awareness of sustainable `smarter travel` modes available to all Site users, including residents and visitors;
- Promote healthy lifestyles and a sustainable, vibrant community;
- Encourage active modes of travel, particularly walking and cycling, emphasising the health and financial benefits of these modes;
- Reduce the number of single occupancy car trips made to and from the Site through the promotion of alternative modes of travel; and
- Encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling.

5.5 Targets

5.5.1 Targets are measurable goals by which the progress of a TP can be assessed. Targets are essential for monitoring progress and success of the TP. Targets should be ‘SMART’ – Specific, Measurable, Achievable, Realistic and Time-bound.

5.5.2 It is noted that the targets set out within this TP are indicative, and are based upon MSOA-level method of travel to work data from the 2011 Census.

Residential Baseline Travel Patterns

5.5.3 Method of travel to work data from the 2011 Census has been analysed at MSOA-level (Camden 002) to identify baseline residential travel patterns. The resultant modal split is detailed in [Table 2](#).

Table 2. Residential Baseline Modal Split

MODE	%
London Underground	27%
Train	7%
Bus	20%
Taxi	1%
Motorcycle / Scooter	2%
Car Driver	17%
Car Passenger	1%
Cycle	12%
Pedestrian	12%
Other	1%
Total	100%

5.5.4 [Table 2](#) demonstrates that over half (55%) of residents in the MSOA in which the Site is located travel to and from work by public transport, whilst 12% cycle and 12% walk. Less than one fifth (17%) of residents travel by private car.

Residential Targets

5.5.5 The suggested targets represent a challenging but achievable increase in sustainable travel as a result of the introduction of the TP and its associated measures. Overarching targets that reference the aim and objectives of the TP and are set out in [Table 3](#).

Table 3. Overarching Residential Targets

OBJECTIVE	TARGETS
Raise awareness of sustainable `smarter travel` modes available to all Site users	Ensure all residents are made aware of the TP through a Welcome Pack
Promote healthy lifestyles and a sustainable, vibrant community	Ensure Welcome Packs have a cost calculator and weight loss calculator for travel modes such as walking and cycling

OBJECTIVE	TARGETS
Encourage active modes of travel, particularly walking and cycling, and to emphasise the health benefits of these modes	Increase cycle levels to 16% (+4 percentage points) and increase walking levels to 16% (+4 percentage points)
Reduce the number of residential single occupancy car trips to and from the Site	Reduce single occupancy vehicle use (by 6 percentage points) from its current mode share of 16%. Maintain public transport use (+2 percentage points) given existing accessibility to services
Encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling	Improve pedestrian permeability through site design and secure cycle storage in order to encourage walking and cycling

5.5.6 Indicative modal split targets for each travel mode are detailed in [Table 4](#), based on 2011 MSOA-level Census data.

Table 4. Indicative Resident Modal Split Targets

MODE	BASELINE (YEAR 1)	INTERIM (YEAR 3)	FINAL (YEAR 5)
Underground	27%	27%	27%
Train	7%	7%	7%
Bus	20%	20%	20%
Taxi	1%	1%	0%
Motorcycle/ Scooter	2%	2%	2%
Car Driver	17%	13%	9%
Car Passenger	1%	0%	0%
Cycle	12%	14%	16%
Pedestrian	12%	15%	18%
Other	1%	1%	1%
Total	100%	100%	100%

5.5.7 The targets acknowledge that predicted baseline public transport usage is high and, due to the sustainable location of the Site in terms of accessibility to public transport services, will be one of the main modes of travel for residents. The targets also appreciate that the first year of occupation is when the most significant modal shifts can be made, as travel behaviour can be easily influenced at the outset of occupation.

5.5.8 It is noted that the car-free and permit-free nature of the Consented Development means there is little scope for car ownership by residents.

Community Use Baseline Travel Patterns

5.5.9 Method of travel to work data for the daytime (working) population from the 2011 Census has been analysed at MSOA-level (Camden 002) to identify baseline staff travel patterns, as detailed in [Table 5](#).

Table 5. Community Use Baseline Modal Split

MODE	%
Public Transport	48%
Cycle	6%
Pedestrian	14%
Car Driver	29%
Other	3%
Total	100%

5.5.10 It can be seen that almost half (48%) of staff in the MSOA in which the Site is located travel to and from work by public transport, whilst 6% cycle and 14% walk. Less than one third (29%) travel to work by car.

Community Use Targets

5.5.11 Indicative modal split targets are detailed in [Table 6](#), based on 2011 MSOA-level Census data.

Table 6. Indicative Community Use Staff Modal Split Targets

MODE	BASELINE	INTERIM (YEAR 3)	FINAL (YEAR 5)
Public Transport	48%	50%	52%
Cycle	6%	9%	12%
Pedestrian	14%	15%	16%
Car Driver	29%	23%	17%
Other	3%	3%	3%
Total	100%	100%	100%

5.5.12 This TP aims to promote cycling and walking, and indicative targets to increase the cycle mode share to 12% and walking mode share to 16% over the first five years of the Consented Development’s operation has been set.

5.5.13 The targets acknowledge that predicted baseline public transport usage by staff is high and, due to the sustainable location of the Site in terms of accessibility to public transport services, will continue to act as one of the main modes of travel for staff.

Baseline Travel Survey

5.5.14 As agreed through the Framework Travel Plan submitted in support of the planning application, baseline residential travel survey will be undertaken within three months of full occupancy of the Consented Development’s residential units and community uses, following which targets will be updated to accurately reflect the actual mode split at the Site, if required, and agreed with LBC.

5.5.15 The methodology and timings of the baseline travel survey will be agreed in advance with LBC’s Travel Planning Officer. This, and the undertaking of the travel survey, and this will be the responsibility of the Travel Plan Co-ordinator (TPC). Further information on basement and future year monitoring is outlined in **Section 7**.

6. TRAVEL PLAN STRATEGY & MEASURES

6.1 General

- 6.1.1 The aim of the TP is to provide information and to increase awareness of the options for sustainable and active travel available to residents and community use staff members, and to secure and promote incentives that encourage residents, visitors and staff to actively choose sustainable travel modes over private car use wherever practical.
- 6.1.2 As previously detailed, the benefits of a well-managed TP have the potential to extend beyond site users and can contribute to improvements in local air quality, noise and vibration reduction, and improvements to congestion and journey times.
- 6.1.3 To ensure the Consented Development can be considered sustainable, it is critical that sustainable transport principles are incorporated into the development from the outset.
- 6.1.4 Good transport infrastructure, both within and in the vicinity of the Site, provides the foundation on which the remainder of a development is built. In addition to the provision of an efficient public transport network, good cycle routes and pedestrian connectivity are paramount to encourage walking and cycling to nearby services and amenities. As detailed in **Section 2**, the Site benefits from good public transport accessibility and high quality pedestrian and cycle connectivity.
- 6.1.5 Similarly, moving to a new home requires the establishment of new travel patterns to work, school and leisure facilities.

6.2 Travel Plan Coordinator

- 6.2.1 All Travel Plans are dependent on a nominated individual being allocated the time and resources for successful implementation.
- 6.2.2 A Travel Plan Coordinator (TPC) will be appointed for the Consented Development. It is anticipated that the TPC will be a member of the Consented Development’s management company, HNCP or FYA, or externally contracted. If considered appropriate, additional support will be provided by nominated individuals associated with the Consented Development’s other land uses. LBC will be provided with contact details for the TPC prior to first occupation, or on appointment.
- 6.2.3 The TPC will help to support the implementation of measures and overseeing the monitoring process. Key roles and responsibilities of the TPC include:
 - Overseeing the delivery of TP measures;
 - Carrying out regular monitoring and collating up to date travel pattern data;
 - Reviewing data such as use of cycling facilities; and
 - Reporting the findings of the travel surveys to LBC and updating the TP to give consideration to travel survey results.
- 6.2.4 It is anticipated that the amount of time that the TPC will spend will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the TP.

6.2.5 The provision of ongoing support and management are critical. The provision of information and guidance to support sustainable lifestyle choices will also be an important element of the TPC's role.

Residents & Staff Meeting

6.2.6 Upon occupation, the TPC will be responsible for organising a meeting with residents and community use staff members meeting. This will introduce the reasoning behind, along with the measures contained within, the TP and also allow attendees to provide feedback on transport and travel related matters.

6.3 Site Design & Public Realm

6.3.1 To ensure that the Consented Development can be considered sustainable it is critical that sustainable transport principles are incorporated into the development strategy from the outset.

6.3.2 The Consented Development will therefore benefit from an attractive, well-lit and high quality public realm around the Site in order to encourage walking and cycling trips both during the day and at night.

6.3.3 Good transport infrastructure provides the foundation on which the remainder of a development is built. In addition to the provision of efficient public transport network, good cycle routes and pedestrian connectivity around the Site are paramount to encourage walking and cycling throughout the Site and to nearby services and amenities.

6.4 Welcome Packs

6.4.1 Separate **Resident Welcome Packs** (part of the Home User Guide to be distributed to new residents) and **Staff Welcome Packs** will be developed and issued to all new residents and staff members. The issuing and preparation of the Welcome Packs will be the responsibility of the TPC. Providing this information in advance ensures that residents and staff become aware of the various modes of transport and existing services that are available to them at the earliest opportunity.

6.4.2 The packs would include, but not be limited to, the following information:

- Awareness of the health, economic and environmental benefits of walking and cycling;
- Details of safe and secure walking and cycling routes, including maps, which will also highlight the walking and cycling distances from local public transport interchanges;
- Promotion of local cycle incentives: information about the availability of local cycle shops and any discounts or offers that may be available; and
- Information on third party car share and car club schemes, and links to websites.

6.4.3 The packs will provide residents with relevant public transport information (including cycle maps, bus maps, routes, timetables, fares details); information concerning car share organisations and will include walking and cycling maps for the local area.

6.5 Staff Travel Induction

- 6.5.1 On joining, all new members of staff will receive a travel induction, providing information on ways of travelling to and from the Site by public transport, cycle or on foot, alongside details of on-site measures that aim to promote sustainable travel, such as cycle parking, shower facilities and lockers.
- 6.5.2 It is anticipated that initial early provision of this information will encourage new members of staff to form and maintain sustainable travel habits from the outset.

6.6 Travel Plan Webpage

- 6.6.1 HNCP has its own website. It is proposed that a dedicated travel page is developed as part of this website. it would also ensure that information on the TP such as public transport timetables or new measures could be easily updated.
- 6.6.2 This will be the responsibility of the TPC along with any required I.T. support.

6.7 Newsletter

- 6.7.1 The TPC will produce an annual Travel Plan newsletter which will be distributed electronically and in paper format to all residents and staff. The newsletter will detail the progress of the Travel Plan, including a comparison of the results of site-wide travel surveys against TP targets. The newsletter will provide an opportunity to:
 - Further encourage the uptake of sustainable travel modes;
 - Promote upcoming travel events;
 - Inform residents of any promotional offers and discounts; and
 - Make residents aware of any new or improved sustainable travel infrastructure and facilities in the vicinity of the Site.

6.8 Pedestrian Measures

Site Infrastructure

- 6.8.1 Walking is a relaxing and enjoyable way to keep healthy, meet others and avoid stress associated with car travel. Through provision of route information, maps, personal travel planning and promotion of walking events, walking will be promoted as a way to access local facilities and amenities.
- 6.8.2 A key element of the Consented Development is the provision of a pedestrian north-south route across the Site which will be open to the public (not gated), providing an improved connection between Bertram Street and Croftdown Road.
- 6.8.3 The Site’s internal courtyard will be for pedestrians and cyclists only, with the exception of servicing activity and disabled drop-off.

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6.8.4 The [Walk It](#) route planner is a tool that can plot a journey from postcode to postcode using a 'direct' or 'less busy' option. Route maps also provide information including journey time, calories burnt, step count and carbon saving compared to other transport modes.

6.8.5 The TPC will promote local, national and international events such as *Led and Health Walks* within Camden and World Car Free Day. These events would highlight the benefits of travelling via alternative modes to the car.

6.9 Cycle Measures

6.9.1 Regular cycling can help weight loss, stress reduction and improvements to fitness levels. Cycling is also one of the easiest ways to integrate exercise into the daily routine. It is a low impact exercise which is better for joints than running or other high-impact aerobic exercise.

Cycle Parking

6.9.2 Secure cycle parking will be provided for both the residential and community uses of the Consented Development. A total of 22 short-stay and 58 long-stay cycle parking spaces will be provided on-site. Cycle parking will be provided through a mix of two-tier Josta stands and Sheffield-style stands.

6.9.3 A key issue regarding the uptake of cycling is the provision of safe and convenient storage for cycles, and therefore this measure aims to meet this and encourage greater use of this mode.

Staff Tax Free Cycle Purchase Scheme

6.9.4 The Government Tax Free Cycle Purchase Scheme allows employees to purchase a bicycle and supporting equipment and pay for it via a gross salary sacrifice over a set period, offering employees savings on tax and National Insurance. It is recommended that this scheme is implemented for staff as a way of encouraging travel by cycle.

Cycle Training

6.9.5 LBC offers free one-to-one cycle training to all adults who live, work or study within the borough. The sessions deliver private tuition in safe, confident road cycling and are arranged at a date and time to suit the individual. Specific elements of the training sessions include:

- Access to a two hour one-to-one cycle training session to people who live, work or study in the borough;
- Provision of cycles to use for beginners;
- Female and male instructors provide training sessions in the borough; and
- Lessons for adults on cycling with children are available, for example that cover how to cycle safely to school.

6.9.6 In addition there are a number of cycle skills classes that residents are able to attend, including basic cycle skills, urban cycle skills, advanced cycle skills and family cycle skills. LBC also offers free cycle maintenance sessions for people who live, work or study in the borough.

6.9.7 Further information on available cycle training courses available for residents and staff can be found at the following link:

<https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses>

6.10 Public Transport Measures

6.10.1 As outlined in **Section 2**, the Site is located within walking distance of four bus services, as well as London Underground services from Archway and Tufnell Park.

6.10.2 Marketing and promotion of public transport services that operate in the vicinity of the Site, as well as information concerning potential benefits of travelling by bus and train in favour of private car will be provided to residents and staff within the Welcome Pack. The TPC will ensure that residents are provided with and aware of route and timetable information for public transport services operating in the vicinity of the Site.

TfL Journey Planner

6.10.3 The Site is located within an accessible distance of a number of cycle routes, public transport services and local amenities. TfL has developed a [Journey Planner](#) which can be filtered by mode (walk, cycle, car, public transport) and by speed and route type (direct, flattest, quietest).

6.10.4 The planner gives point to point directions, approximate journey time, and step-free access information. A link to the journey planner will be provided in resident Welcome Packs and on the communal notice boards.

6.11 Marketing & Publicity

6.11.1 All residents and staff will also be provided with an electronic copy of the Travel Plan on occupation. This will help encourage residents and staff to be engaged with the TP and sustainable travel from first contact with the Consented Development.

6.11.2 Marketing and publicity activity will be undertaken by the TPC to:

- Raise awareness of the health and environmental benefits associated with the use of sustainable modes of travel;
- Promote and arrange participation in local and national sustainable travel events, and encourage residents and staff to get involved;
- Promote the measures set out within this TP;
- Draw attention to improved sustainable travel routes, facilities, maps and timetables available in the local area; and
- Maintain residential and staff awareness of the TP objectives and targets and the progress being made towards these.

6.11.3 The TPC will be responsible for devising suitable marketing materials and campaigns to ensure that the Consented Development makes progress towards the objectives and targets outline within this TP.

Travel Events

6.11.4 Travel events are a way of encouraging residents to try alternative modes of transport that they may not currently use, particularly walking and cycling. A well promoted travel event can encourage sustainable modal shift away from public transport towards active modes of travel, in line with TfL policy.

6.12 Promotion of Sustainable and Healthy Travel

6.12.1 Websites which provide information concerning travel by non-car modes will be included in the welcome packs. These include, but are not limited to:

- [TfL's website](#), which provides information on travel choices and public transport journey planning;
- [Traveline](#), a national travel helpline that provides up to date public transport information;
- [Network Rail](#), providing timetable and journey time information for National Rail services; and
- [Liftshare](#), a free car-sharing and transport information service, helping to find travel companions.

6.13 Reducing the Need to Travel

Broadband Provision

6.13.1 All residential units will be provided with the appropriate infrastructure for enabling a broadband connection. This will ensure that residents have the option of working from home where appropriate.

Home Shopping Delivery

6.13.2 The TPC will promote home shopping delivery in order to reduce the number of vehicular trips made by users of the Site. This will also ensure that residents who are less mobile, or require large items, are able to have these delivered without relying on use of a private vehicle. The Delivery and Servicing Plan that accompanies this TP sets out the management strategy for accommodating deliveries at the Site.

6.14 Measures Summary

6.14.1 The measures outlined above are provided in order to encourage modal shift towards walking, cycling and public transport use through providing appropriate and attractive infrastructure, information provision and initiative promotion.

7. MONITORING STRATEGY

7.1 Overview

7.1.1 An important element of any TP is the continual monitoring and review of its effectiveness; it is essential that a TP is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to assess progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.

7.2 Targets

7.2.1 The success of the TP will be determined by whether it succeeds in meeting its stated targets. The predicted modal split has been extracted from the 2011 Census data, which and has been discussed in **Section 5**. Targets will be updated following the baseline (Year 1) travel survey detailed below.

7.3 Monitoring

7.3.1 For the TP to be fully successful, its effects need to be recorded and assessed over time. A methodology for the monitoring of the TP is detailed below.

7.3.2 The approach is in accordance with the TfL’s Travel Planning Guidance which states that:

‘A clear monitoring programme should be provided detailing what and how frequently surveys will be undertaken (usually a baseline survey, and at years one, three and five), who will be responsible and how this information will be reported’.

Baseline & Future Travel Surveys

7.3.3 Baseline monitoring surveys will be undertaken within three months of full occupancy of the Consented Development’s residential units and community uses. Further monitoring surveys will be undertaken in Years 3 and 5, in accordance with TfL guidance. Future year surveys will be undertaken take place in the same month as the baseline survey in order to ensure consistency.

7.3.4 It is anticipated that this will be done through face-to-face interviews, or an online travel survey. Organisation and undertaking of the baseline (and future year) surveys will be the responsibility of the TPC. The format, timing and results of which will be agreed with in advance and reported to LBC’s Travel Planning Officer. Travel surveys for both land uses will be undertaken to coincide with each other.

7.3.5 The surveys will be analysed in order to establish the effectiveness of the TP in terms of meeting the set objectives and targets. The results will be used to identify any required modifications.

7.3.6 As previously detailed, monitoring is an important process to determine the effectiveness and progress of the TP. Sufficient time and resources will be allocated to carry out the necessary surveys and the Client will commit to arranging baseline and future year monitoring surveys at agreed intervals.

7.3.7 The results of travel surveys will be submitted to LBC as part of annual monitoring reports.

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8. ACTION PLAN

8.1 General

8.1.1 This section draws together the strategy for the implementation, monitoring and review of the TP. The actions which will be undertaken are summarised in the Action Plan, which indicates how the various elements of the TP will be drawn together and details the prioritisation of measures.

8.2 Funding

8.2.1 Sufficient budget and funding streams have been identified to carry out the measures in this TP, including the TPC post and monitoring programme. The TP, and measures contained within it, will be fully funded by the Client.

8.3 Action Plan

8.3.1 The TP Implementation Action Plan, [Table 7](#) provides details of the initiatives that form part of this TP. It includes details of those responsible for each action and the date it is due to be implemented.

Table 7. Pre-Occupation Action Plan

MODE	ACTIVITY		WHEN	BY WHOM
	MEASURE	TASK		
All	Appoint Travel Plan Coordinator	Identify and appoint a TPC to carry forward all tasks within the Action Plan.	Pre-occupation	Applicant
Cycling	Cycle Parking	Provide cycle parking for residents, staff and visitors.	Pre-occupation	Applicant

8.3.2 [Table 8](#) overleaf details the Action Plan for post-occupation.

Table 8. Post-Occupation Action Plan

MODE	ACTIVITY		WHEN	BY WHOM
	MEASURE	TASK		
All	Newsletter	TPC to produce an annual Travel Plan newsletter for residents and staff.	Upon Occupation	TPC
Cycling	LBC Cycle Training	Monitor uptake of LBC free cycle training and cycle maintenance	Upon Occupation	TPC
All	Travel Events	Arrange site involvement in travel events including walking and cycling events organised by LBC.	Upon Occupation	TPC
All	Promoting Sustainable Travel	Ensure residents and staff are aware of contact details and websites which provide information on access to the Site by non-car modes	Upon Occupation	TPC
All	Baseline Monitoring	Undertake baseline monitoring activity and revise TP targets, if required	Within three months of full occupation	TPC
All	Future Year Monitoring	Undertake future year monitoring as outlined in the monitoring strategy. Report the results to LBC.	Three and five years post occupation	TPC

9. SUMMARY & CONCLUSION

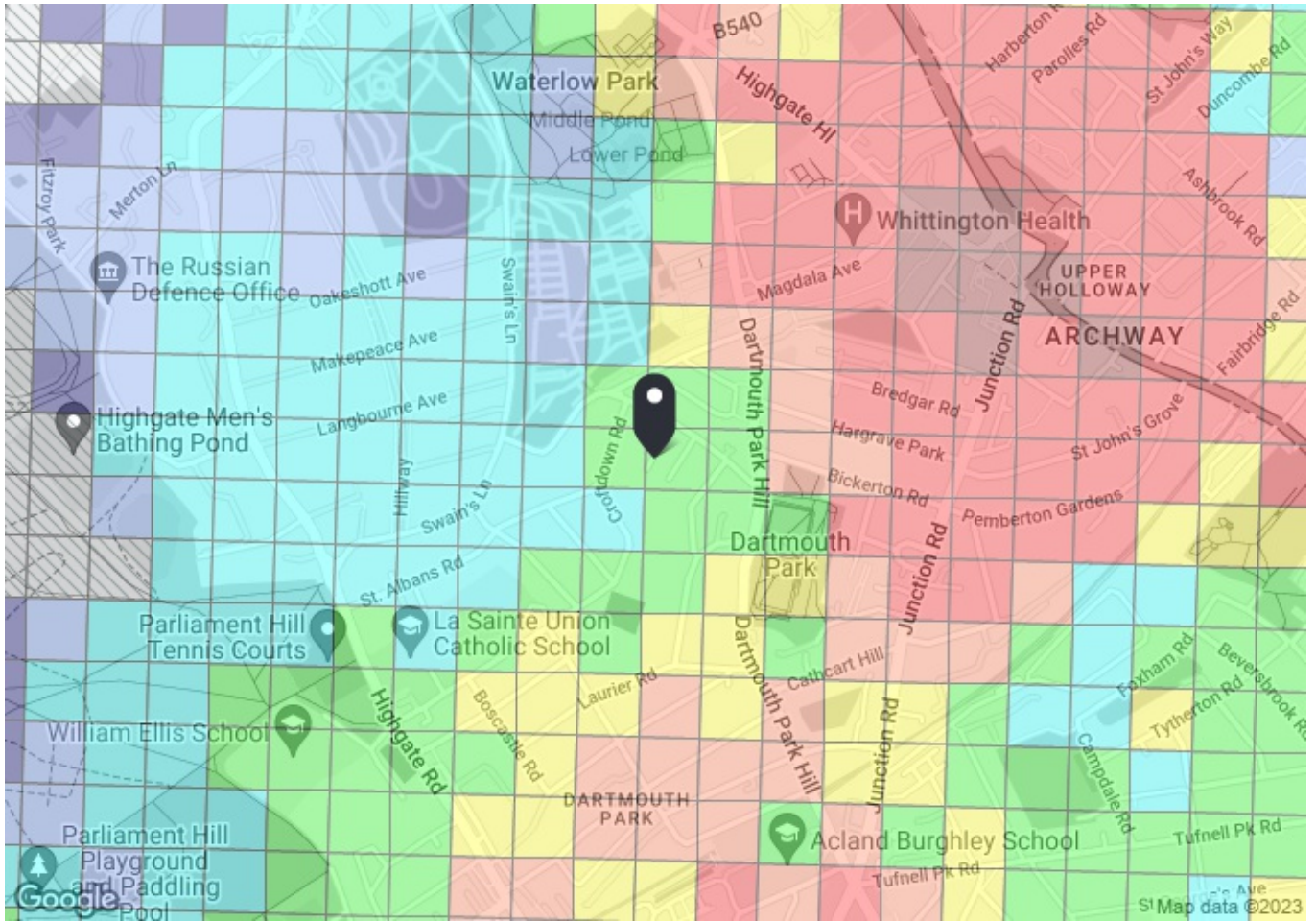
- 9.1.1 SYSTRA has been commissioned by the London Borough of Camden (the Client) to provide transport and highways consultancy in support of the development proposals at Highgate Newton Community Centre, at 25 Bertram Street, London, N19 5DQ. The Local Planning Authority and Local Highway Authority is the London Borough of Camden.
- 9.1.2 Planning permission has been granted for the redevelopment of the existing Highgate Newtown Community Partners and Fresh Youth Academy and the change of use of the People’s Mission Gospel Hall to provide replacement community facilities and construction of 41 residential units with associated public open space, landscaping, cycle storage, plant and disabled parking.
- 9.1.3 Planning permission was subsequently granted in August 2023 to secure minor modifications to the Consented Development, whereby the principles of development remained the reprovision of community facilities and new residential units, but would facilitate a tenure change to 100% affordable housing along with a change to layout of selected units to increase their capacity and size which would result in an overall reduction in unit numbers from 41 to 36.
- 9.1.4 Access arrangements, car parking and cycle parking provision remain as per the Consented Development.
- 9.1.5 This Travel Plan has been prepared to discharge Planning Condition 38. It has been developed in accordance with national, regional and local policy and guidance which seeks to ensure sustainable transport to and from the Site.
- 9.1.6 Travel data from the 2011 Census has been analysed to determine baseline modal splits of residents and community use staff. This has demonstrated that, from the outset, travel patterns are anticipated to favour sustainable and active modes. This is reinforced by the Consented Development’s car and permit-free nature, restricting residents and staff from parking on-street in the vicinity of the Site.
- 9.1.7 Targets have been set within this TP to increase the mode share held by walking and cycling for both residents and staff. The provision of a good pedestrian environment and high quality cycle parking will help to encourage use of these modes.
- 9.1.8 A bespoke package of measures will be introduced to ensure the targets can be met. The measures will include the appointment of a Travel Plan Coordinator, provision of cycle parking, public realm improvements, organisation of resident and staff Welcome Packs and marketing and promotion of travel events.

9.2 Conclusion

- 9.2.1 In conclusion, this Travel Plan provides a mechanism for influencing the travel behaviour of workers and visitors to the Site, with a focus on encouraging active travel modes, in particular walking and cycling.
- 9.2.2 It is considered that the approval requirements of Planning Condition 38 have been fully satisfied within this document, and the Condition should therefore be fully discharged.

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APPENDIX A: PTAL



PTAL output for Base Year
3

N19 5DQ
Bertram St, London N19 5DQ, UK
Easting: 528814, Northing: 186538

Grid Cell: 112621

Report generated: 07/09/2023

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHESTER ROAD	C11	197.29	7.5	2.47	6	8.47	3.54	1	3.54
Bus	JUNCTION R PEMBERTON GDS	134	572.75	12	7.16	4.5	11.66	2.57	0.5	1.29
Bus	JUNCTION R PEMBERTON GDS	390	572.75	8	7.16	5.75	12.91	2.32	0.5	1.16
Bus	D'MOUTH P HILL CHESTER R	4	246.51	6	3.08	7	10.08	2.98	0.5	1.49
LUL	Archway	'Morden-HighBarnet'	937.64	14.67	11.72	2.79	14.52	2.07	1	2.07
LUL	Archway	'MillHill-Morden'	937.64	1.67	11.72	18.71	30.43	0.99	0.5	0.49
LUL	Tufnell Park	'Morden-MillHillE'	889.23	4	11.12	8.25	19.37	1.55	0.5	0.77
LUL	Tufnell Park	'HighBarnet-Morden'	889.23	0.33	11.12	91.66	102.77	0.29	0.5	0.15
LUL	Tufnell Park	'HighBarnet-Kenningt'	889.23	5.33	11.12	6.38	17.49	1.71	0.5	0.86
LUL	Tufnell Park	'MillHillE-Kenningt'	889.23	1.67	11.12	18.71	29.83	1.01	0.5	0.5
Total Grid Cell AI:										12.32

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