

Former Territorial Army Site 65-69 Parkhurst Road, Islington, London



Planning Application by Parkhurst Road Limited **Residential Travel Plan**

January 2016

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1 INTRODUCTION

Background

- 1.1.1 Transport Planning Practice (TPP) has been appointed by Parkhurst Road Limited to prepare a Residential Travel Plan (RTP) for the development at Parkhurst Road in the London Borough of Islington (LBI).
- 1.1.2 This RTP accompanies the planning application for the construction of 96 residential dwellings on land at 65-69 Parkhurst Road, N7.
- 1.1.3 This Transport Assessment has been prepared in support of a revised full planning application for the redevelopment of the Former Territorial Army Site at 65-69 Parkhurst Road, London N7. This application is a resubmission of a full planning application (ref: P2013/4950/FUL) which was submitted to the London Borough of Islington in December 2013 for a comprehensive redevelopment of the site to provide a residential development. The application was refused by the Council and, as such, an appeal was lodged by the developer. The appeal (ref: APP/V5570/A/14/2227656) was dismissed in September 2015 because of the effect of the proposal on specific parts of the local character and appearance, and neighbouring amenity. This revised application addresses the specific concerns identified by the Inspector, by reducing the scale of development on the western and eastern boundaries of the site. The previous scheme was found to be acceptable in all other respects (including in relation to Transport matters) and the Development Plan for the site remains the same as it was at the time of the appeal; therefore, this assessment should be read in the context of this background.
- 1.1.4 The proposed development would provide two accessible car parking bays, with a financial contribution being made to LBI for accessible schemes and initiatives to compensate for the shortfall in provision. This was discussed with LBI and found to be acceptable by the Planning Inspector, and is considered suitable given the site's excellent public transport accessibility (PTAL of 6a) and the range of local amenities available.
- 1.1.5 This RTP has been prepared in accordance with London Plan Policies 6.1 and 6.3 as well as Policy DM8.2 (Managing transport impacts) of Islington Council's Development Management Policies, which requires a Travel Plan to be produced and finalised within six months of first occupation of the development.

1.1.6 The contact details of the author of this Travel Plan are as follows:

Tom Catton

Transport Planning Practice

Email: tom.catton@tppweb.co.uk

Tel: 020 7608 0008

1.1.7 Parkhurst Road Limited recognises the benefits of encouraging the use of sustainable and active travel modes by the site users. They are committed to delivering an effective RTP on the development site, as well as reducing car use and providing improved transport facilities and services to the local area.

Development

1.1.8 The development which is the subject to this RTP includes a total of 96 dwellings; the accommodation schedule is outlined in **Table 1.1**. The development will provide two accessible car parking spaces and 203 cycle spaces.

Table 1.1 – Schedule of residential units

Unit size	Unit numbers
1 bedroom	30
2 bedroom	49
3 bedroom	16
4 bedroom	1
Total	96

RTP purpose

1.1.9 The purpose of this RTP is to set out the strategy for minimising residents' dependence on private car and for maximising the use of public transport, walking and cycling. Its objective is to promote sustainable modes of travel, which reflects Government policy objectives in respect of transport.

1.1.10 This RTP is an interim document that will be reviewed upon occupation of the development.

1.1.11 Following this introductory section, the remainder of the report is set out as follows:

- **Chapter 2:** Policy background – sets out the current policy related to Travel Plans.

- **Chapter 3:** Existing transport conditions – describes the current site in relation to the transport network and the accessibility by different transport modes.
- **Chapter 4:** Proposed travel patterns – sets out the likely modal split of the future residents.
- **Chapter 5:** Travel Plan aims, objectives and targets – sets out the objectives and aims of the document and targets against which the RTP will be assessed.
- **Chapter 6:** Proposed Travel Plan measures – gives details of the measures that will be implemented as part of the RTP to help deliver sustainable patterns of travel.
- **Chapter 7:** Travel Plan targets and monitoring – explains how the RTP will be monitored and enforced. An action plan is also provided.
- **Chapter 8:** Summary and conclusion – provides a summary and conclusion.

2 POLICY CONTEXT

2.1.1 This section summarises the national and local transport policies relevant to the development proposals. Transport policies at all levels seek to encourage sustainable patterns of travel which reduce the need to travel, particularly by car and encourage walking, cycling and public transport.

National policy

National Planning Policy Framework – March 2012

2.1.2 The emphasis of national planning and transport policy is on sustainable development and travel patterns. The strategic document in this regard is National Planning Policy Framework (NPPF) issued in March 2012.

2.1.3 The framework states that proposals should exploit opportunities to maximise the use of sustainable modes of transport for movement of goods and people and encourage proposals that support reduction in greenhouse gases and congestion. The developments should also be designed to give priority to pedestrian and cycle movements, have access to high quality public transport and consider the needs of people with disabilities at all times. NPPF states that a key tool to facilitate this will be a Travel Plan.

Regional policy

The London Plan, 2015

2.1.4 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.1.5 Travel Plans can help to deliver many of the transport objectives set out within the London Plan's Policy 6.1 'Strategic Approach' which include reducing the need to travel, reducing car use and supporting measures that encourage shift to more sustainable modes.

2.1.6 The London Plan encourages and supports the use of Travel Plans for development proposals. Policy 6.3 'Assessing Transport Capacity' states that Travel Plans should be provided for applications above the thresholds set out in TfL guidance.

Local policy

LBI Local Development Framework

- 2.1.7 Islington's Development Management Policies (DMP) document was adopted in June 2013 and forms part of the council's Local Plan. Only policies which relate to the delivery of the Core Strategy objectives and bring forward sustainable development are included. The transport section of the document provides a more detailed policy framework to implement the overarching aims of the Core Strategy.
- 2.1.8 The Transport chapter of DMP is in line with national and regional policies and sets out the need to integrate land-use and transport planning in order to reduce road traffic. This will involve: increasing the intensity of development and mixed uses at the most accessible locations, promoting sustainable transport choices, reducing reliance on the car, and generally facilitating neighbourhoods where people can get to work easily and to the services they need. Policy DM8.2 indicates the thresholds of development for which developers will be expected to provide a Travel Plan.

Guidance documents

- 2.1.9 In November 2013, Transport for London (TfL) published advice on Travel Plans called 'Travel Planning Guidance'. This guidance supersedes the previous TfL Travel Planning document 'Travel Planning for New Development in London - Incorporating Deliveries and Servicing' (2011) drawing on lessons learnt since publication in 2011. This document reduces reference to deliveries and servicing, noting that while they are interlinked, TfL believe it is more useful to separate these issues into a specific Delivery and Servicing Plan where relevant. Travel Plans are the key management tool for influencing behaviour change towards sustainable modes of travel, with particular importance for new developments where use of sustainable modes can be facilitated from the outset.

3 EXISTING SITUATION

Site location

- 3.1.1 The existing development is located at 65-69 Parkhurst Road, N7. The site access is provided at the south of the site from Parkhurst Road (A503). The site is surrounded by residential properties which include the rear of properties along Moriarty Close, the rear of properties along Parkhurst Road, and the McCall House/Tufnell Park and Holbrooke Court housing estates. To the north of the development site is Holloway Road which runs between Archway and Highbury Corner. A site location plan is included as **Figure 1**.

Public transport

- 3.1.2 The site benefits from excellent public transport links, being close to a number of bus services and Holloway Road underground station, served by the Piccadilly Line.
- 3.1.3 The industry standard accessibility indicator for London, the Public Transport Accessibility Level (PTAL) rating, has been used to identify the level of accessibility of the site to the local public transport network.
- 3.1.4 TfL's webCAT website confirms that the centroid of the proposed site is located in an area with a PTAL rating of 5 (Very Good) although the part of the site fronting onto Parkhurst Road benefits from a PTAL rating of 6a (Excellent). In any case, it can be concluded that the site lies in an area with good access to public transport.

Bus services

- 3.1.5 The nearest bus stops are situated to the north east on Parkhurst Road close to Holloway Road. These stops give access to 12 different bus routes. The available services and number of buses in each peak hour are set out in **Table 3.1**, and shown in **Figure 2**.

Table 3.1 – Local bus services

Service	Route	Distance (m)	AM peak hour 0800-0900	PM peak hour 1700-1800
4	Archway Station - Waterloo	90	6	6
17	Archway Station – London Bridge	90	8	8
29	Wood Green – Trafalgar Square	90	12	12
43	London Bridge – Friern Barnet	280	10	10
91	Whitehall – Rosebery Gardens	90	9	9
153	Finsbury Park Interchange – Finsbury Square	297	6	6
253	Euston - Hackney	90	10	10
254	Caledonian Road - Aldgate	90	10	10
259	King’s Cross – Edmonton Green	90	9	9
263	Barnet Hospital – Caledonian Road	280	6	6
271	Finsbury Square – South Grove	280	8	8
393	Chalk Farm – Clapton Pond	90	5	5
Total			99	99

Underground

3.1.6 The nearest underground services can be accessed from Holloway Road which is located approximately 890m to the south east. From here, Piccadilly Line services can be accessed to Uxbridge and Cockfosters. Finsbury Park station is located approximately 1,300m to the north east of the site with access to the Piccadilly Line and Victoria Line between Walthamstow Central and Brixton. Tufnell Park station is located approximately 1,400m to the west of the site, from where Northern Line services can be accessed to Mill Hill East and High Barnet to the north and Morden via Bank or Charing Cross to the south.

National Rail/Overground

3.1.7 The nearest Overground station is located at Upper Holloway, approximately 1,100m to the north west. This Branch serves stations between Gospel Oak and Barking. Caledonian Road & Barnsbury Station is located approximately 1,750m to the south of the site and provides access to stations between Stratford, Clapham Junction and Richmond. **Table 3.2** sets out the rail services available in the vicinity.

Table 3.2 - Underground services

Station	Underground Line
Holloway Road	Piccadilly
Finsbury Park	Piccadilly
Finsbury Park	Victoria
Tufnell Park	Northern
Upper Holloway	Overground
Caledonian Road & Barnsbury	Overground

Walking

3.1.8 The walking routes and footways surrounding the site are satisfactory, being of standard width and well lit. There is a signal controlled crossing on Parkhurst Road just to the north of the site access, providing safe connectivity to the south. Full pedestrian crossing facilities are provided at the junction of Parkhurst Road and Holloway Road. There are a number of local shops and amenities within a short walking distance of the site. John Barnes Library is located to the south of the site. There are a number of local schools nearby which include Holloway Secondary School and The Bridge which is a community special school.

PERS Audit

3.1.9 A Pedestrian Environment Review System (PERS) Audit of the existing public realm surrounding the site has been prepared. The document provided in Appendix A of the Transport Assessment, sets out the results of the PERS Audit and forms part of the supplementary information supporting this application.

3.1.10 The PERS Audit was requested by Transport for London (TfL) during pre-application discussions about the development proposals in 2013. Transport Research Laboratory (TRL) have carried out the audit in accordance with TfL's 'Pedestrian Environment Review System, Review Handbook Version 2, May 2006' guidance.

3.1.11 This assessment highlights that in general, the pedestrian provisions within the area are of a good standard. Routine maintenance of the public highway would improve the overall score but is not essential.

Cycling

3.1.12 The closest cycle routes signed or marked for cyclists are located to the east and west of the site on Hornsey Road (A103) and Hilldrop Road, respectively. These routes lead to Upper Holloway, Camden, Finsbury and the City. In addition, a

number of quieter roads that have been recommended by other cyclists, connect the signed routes. Closest to the site, these include Dalmeny Avenue, Mercers Road and Manor Gardens. The local cycle network is shown in **Figure 3**.

Existing travel initiatives

- 3.1.13 The following existing travel initiatives are available to Islington residents:
- Islington Council offers free Bikeability cycle training courses to all residents, employees and students based within the borough.
 - Islington Cyclists Action Group's (ICAG) monthly cycle workshop. ICAG run workshops on the fourth Wednesday of each month (except August and December) from 7.00-9.00pm. £1 per session (50p unwaged).
- 3.1.14 The above initiatives will be communicated to the development residents through the Information Packs as set out in **Section 6**.

Local highway network

- 3.1.15 Parkhurst Road is one-way northbound from the junction with Camden Road, which itself is one-way southbound from Holloway Road up to that point. Parkhurst Road is subject to a 30mph speed limit. Williamson Street is one-way south east between Parkhurst Road and Camden Road and Warlters Road is one-way north east bound between Camden Road and Parkhurst Road.
- 3.1.16 To the north of the development site is Holloway Road which runs between Archway and Highbury Corner. Holloway Road, Parkhurst Road and Camden Road all form part of the Transport for London Road Network (TLRN).

Car club

- 3.1.17 There are a number of car club bays, operated by Zipcar, located within walking distance of the site. The nearest car club bays are on Chambers Road approximately 160m to the southwest of the site. Car clubs provide an easily accessible vehicle to their members for short term hire as and when needed, and offer a lower fixed cost alternative to car ownership.

4 PROPOSED TRAVEL PATTERNS

Modal split and trip generation

- 4.1.1 In order to understand the likely travel patterns of future residents at the proposed development, a modal split has been calculated from the Office for National Statistics (ONS) 2011 Census travel to work data for the resident population. This was obtained for local Middle Layer Super Output Area of Islington 010. The development will be car-free therefore the modal split has been adjusted to reflect this. The results are summarised in **Table 4.1**.

Table 4.1 – Predicted residential mode split

Mode	Split
Underground	32%
Train	6%
Bus, minibus or coach	32%
Taxi or minicab	1%
Motorcycle, scooter or moped	2%
Driving a car or van	0%
Passenger in a car or van	1%
Bicycle	11%
On foot	15%
Other	1%

*Source: Census 2011: Method of Travel to Work (Islington 010).
Arithmetic errors are due to rounding*

- 4.1.2 **Table 4.1** illustrates a low reliance on a private car (1%). Approximately 70% of residents are likely to use public transport to get to work while approximately 15% are expected to walk.
- 4.1.3 In order to identify the actual trip numbers, trip generation for appropriate sites have been obtained from the TRAVL database. The derived trip rates, expressed as trips per dwelling, are summarised in **Table 4.2**. The trip rates have been multiplied by the number of units to provide the total person trips. The total person trips are those trips undertaken by all modes to and from the development.

Table 4.2 – Proposed C3 residential: total person trips

	AM peak 0800-0900			PM peak 1700-1800		
	In	Out	Total	In	Out	Total
Person trip rate	0.15	0.42	0.57	0.33	0.20	0.52
Person trips	15	40	55	31	19	50

4.1.4 The person trips have been distributed across the travel modes in line with the proportions indicated in the 2011 Census data (refer to Table 4.1.) The resultant trips by mode are provided in **Table 4.3**.

Table 4.3 – Proposed C3 residential: trips by mode

Mode	Modal split	AM peak (0800 – 0900)			PM peak (1700 – 1800)		
		In	Out	Total	In	Out	Total
Underground	32%	5	13	18	10	6	16
Train	6%	1	2	3	2	1	3
Bus, minibus or coach	32%	5	13	17	10	6	16
Taxi or minicab	1%	0	0	0	0	0	0
Motorcycle, scooter or moped	2%	0	1	1	1	0	1
Driving a car or van	0%	0	0	0	0	0	0
Passenger in a car or van	1%	0	0	0	0	0	0
Bicycle	11%	2	4	6	3	2	5
On foot	15%	2	6	8	5	3	8
Other	1%	0	0	0	0	0	0
Total	100%	15	40	55	31	19	50

Arithmetic errors are due to rounding.

4.1.5 It is noted that the modal split will need to be revised following a residents travel survey undertaken post occupation as detailed in **Section 7**. The above modal split (adjusted to reflect the car-free nature of the proposals) provides an interim basis on which provisional targets will be set for the purpose of this RTP.

5 TRAVEL PLAN OBJECTIVES AND TARGETS

5.1.1 This section outlines the overarching objectives and the proposed RTP targets.

Aims

5.1.2 The aim of this RTP is to:

Create a sustainable, community driven environment for residents living within the development, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.

Objectives

5.1.3 Objectives are the high-level aims of the RTP. They help to give the RTP direction and provide a clear focus; these include:

- To raise awareness of sustainable modes of travel available to residents and visitors;
- To reduce the amount of single occupancy car trips to the development; and
- To encourage car-sharing or use of car clubs in order to reduce single occupancy vehicle use.

Targets

5.1.4 Targets are measurable goals by which the progress of the RTP will be assessed. Targets are essential for monitoring progress and success of the RTP. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-bound.

5.1.5 The targets for the development site have been based on the modal split derived from the 2011 Census data at a local level (refer to **Table 4.1**). The actual baseline mode share will be determined following a residents travel survey that will be undertaken within six months of occupation. The targets will need to be revised in the light of the survey and agreed with the relevant LBI Travel Plan officer. The provisional targets for years three and five are provided in **Table 5.1**.

Table 5.1 – Target modal split (provisional)

Mode	Baseline Mode Split	Interim Mode Split (Year 3)	Target Mode Split (Year 5)
Underground	32%	30%	28%
Train	6%	6%	6%
Bus/minibus/coach	32%	30%	28%
Taxi or minicab	1%	1%	1%
Motorcycle, scooter or moped	2%	1%	1%
Driving a car or van	0%	0%	0%
Car/van passenger	1%	1%	1%
Bicycle	11%	13%	15%
On foot	15%	18%	20%
Other (includes taxi)	1%	0%	0%
Total	100.0%	100.0%	100.0%

Note: The baseline mode split & targets will be revised in light of a site-specific resident travel survey at the site following occupation. Arithmetic errors are due to rounding.

- 5.1.6 The suggested targets represent what is considered to be an achievable increase in sustainable travel as a result of the introduction of the RTP and the proposed measures. It can be seen that the majority of the residents are expected to travel sustainably and therefore it is essential that this is achieved and maintained. Given the location of the site, there is likely to be potential for increasing cycling which has been reflected in the above targets. Particularly when considered with the provision of a significant number of cycle parking spaces. The targets reflect the policy aspirations at a national, regional and local level which aim to reduce the reliance on private car and promote sustainable and active modes.

6 PROPOSED TRAVEL PLAN MEASURES

6.1.1 A range of Travel Plan measures will be implemented to bring together a co-ordinated approach to encourage residents to use sustainable modes of transport.

Travel information and awareness initiatives

6.1.2 The following paragraphs describe a number of measures and initiatives proposed to provide information about travel options to residents at the development.

Information Packs

6.1.3 All residents moving into new properties will be provided with an Information Pack by Parkhurst Road Limited sales and marketing team when they exchange contracts to purchase a property. The content of the Information Packs is expected to include the following:

- an explanation of the Travel Plan, its purpose, aims and objectives and measures;
- contact details for the estate management team;
- information on the location of local amenities and services;
- information on the health benefits of walking and a map showing the accessible areas on foot within typical journey times;
- TfL cycle network map relevant to Holloway (map number 15) and information on the cycle tools in TfL journey planner;
- information on cycle training available to people living or working in LBI;
- promotional material setting out the benefits of cycling and information on Islington By Bike community rides and maintenance sessions run by Islington Cyclists Action Group (ICAG);
- bus network maps and timetable information;
- London Underground and rail network maps and timetables; and
- links to TfL journey planner website and National Rail website which provide journey planning and live departure information;

Initiatives to encourage walking and cycling

6.1.4 Walking and cycling are considered the most important modes at a local level, being sustainable and healthy. As noted previously, information on the health

benefits of walking and cycling as well a map showing the accessible areas by these modes, will be provided within the Information Pack. Residents will also be made aware of the cycle tools available within the TfL journey planner.

Secure cycle parking

- 6.1.5 As part of the development, secure cycle parking will be provided for the residents. A total of 203 cycle parking spaces will be provided at ground floor level, which exceeds LBI cycle parking standards.

Initiatives to encourage public transport use

- 6.1.6 The Information Packs will provide detailed information on the public transport services available from the site which will include route maps. Information on the TfL online journey planner and live bus stop tracking websites and smartphone applications will also be provided.

Initiatives to reduce car use

- 6.1.7 Two wide car parking spaces, capable of accommodating a disabled car user, will be provided on site, therefore the number of peak hour vehicle trips (weekday 08:00 – 09:00 and 17:00 – 18:00 hours) is predicted to be very low. It is widely recognised that limiting parking availability at trip origins does not necessarily discourage car ownership and can transfer vehicle parking onto the adjacent public highway. Transport policies also acknowledge that demand management through parking is most appropriate at the trip destination (e.g. shops, offices) rather than at the trip origin (residential).
- 6.1.8 With the above in mind, it is considered that the initiatives to reduce car use will be achieved through promotion of public transport, walking, cycling and car sharing. It is also worthy of note that residents at the site will be restricted from obtaining parking permits from LBI.

Car club

- 6.1.9 Car clubs provide an easily accessible vehicle to their members for short term hire as and when needed, and offer an alternative to car ownership. At present there are eight vehicles within 1km of the site.

Car share

- 6.1.10 Car sharing allows individuals to benefit from the convenience of the car, whilst reducing costs and alleviating the associated problems of congestion and pollution. Through the information pack, car-sharing will be promoted for commuting,

Car share

- 6.1.10 Car sharing allows individuals to benefit from the convenience of the car, whilst reducing costs and alleviating the associated problems of congestion and pollution. Through the information pack, car-sharing will be promoted for commuting, leisure, shopping and school trips. The information pack will highlight the benefits of car-sharing in terms of reducing congestion and pollution, financial savings and the social aspects, and provide information on the existing London-wide car sharing scheme – Liftshare.

Parking management strategy

- 6.1.11 Parking within the site will be managed by the site's management company to ensure that it is used appropriately and to prevent informal parking by residents or external users. The parking management strategy document will seek to ensure that access to the site is maintained at all times, allowing unimpeded access for refuse collection, emergency and servicing vehicles.

Site management strategy

- 6.1.12 The developer intends to put in place a management regime as per Highbury Gardens (Islington), Printworks (Amelia St, Southwark), and Adelaide Wharf (Haggerston, Hackney) which will involve a day to day caretaker on site. This will bring effective management to the common parts of the development including areas of refuse storage, refuse collection, car parking, anti-social behaviour, and general access control.

7 TRAVEL PLAN MANAGEMENT AND MONITORING

Travel Plan Co-ordinator

7.1.1 A Travel Plan Co-ordinator (TPC) will be appointed who will be responsible for implementing, managing and promoting the Travel Plan to residents. The TPC will be a member of the estate management team, who will be funded through service charges at the development. The general responsibilities of the role include:

- be available as a first point of contact for residents to discuss transport issues;
- to promote the Travel Plan to new and existing residents;
- to discuss any problems with relevant officers at the LBI and Transport for London; and
- to facilitate and be responsible for the monitoring of the RTP which will include undertaking travel questionnaire surveys and preparing monitoring reports.

7.1.2 The amount of time required to undertake the duties associated with the RTP will vary depending on a specific task. However, the TPC will allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of necessary systems, data and paperwork.

Monitoring

7.1.3 The monitoring regime for the development has been determined with reference to the requirements set out in the TfL 'Travel Planning Guidance' document. This recommends that Travel Plans are monitored by means of TRICS compliant surveys.

7.1.4 Therefore TRICS compliant residents travel survey will be undertaken within six months of occupation. This will ascertain the baseline travel patterns and help set travel mode split targets.

7.1.5 The surveys will be commissioned by TPC and will take place in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the Travel Plan targets and produce a monitoring report which will be submitted to LBI.

7.1.6 The travel surveys will aim to achieve a minimum response rate of 30% from residents. To seek to achieve this, an advanced warning letter will be issued to residents explaining the need for the surveys as part of the RTP. There will also

be reminder postcards issued to encourage residents to complete the questionnaires.

Future surveys timing

- 7.1.7 The precise dates of the future surveys will depend on the date of the baseline survey which will be undertaken within six months of first occupation.
- 7.1.8 Following the initial surveys, follow up surveys will take place 1, 3 and 5 years later. Therefore, at present, it is not possible to agree the calendar dates of the future surveys. These will be clarified and agreed after the initial surveys have been undertaken.

Funding and securing the Travel Plan

- 7.1.9 This RTP will be secured through a condition of planning permission for the development.
- 7.1.10 The RTP measures will be funded by the developer. Any ongoing costs, such as the duties of the TPC, including the preparation of the Information Packs will be funded by the management company.

Enforcement

- 7.1.11 The Travel Plan will be reviewed after five years at which point if targets have not been achieved, possible amendments will be agreed between LBI and the TPC.

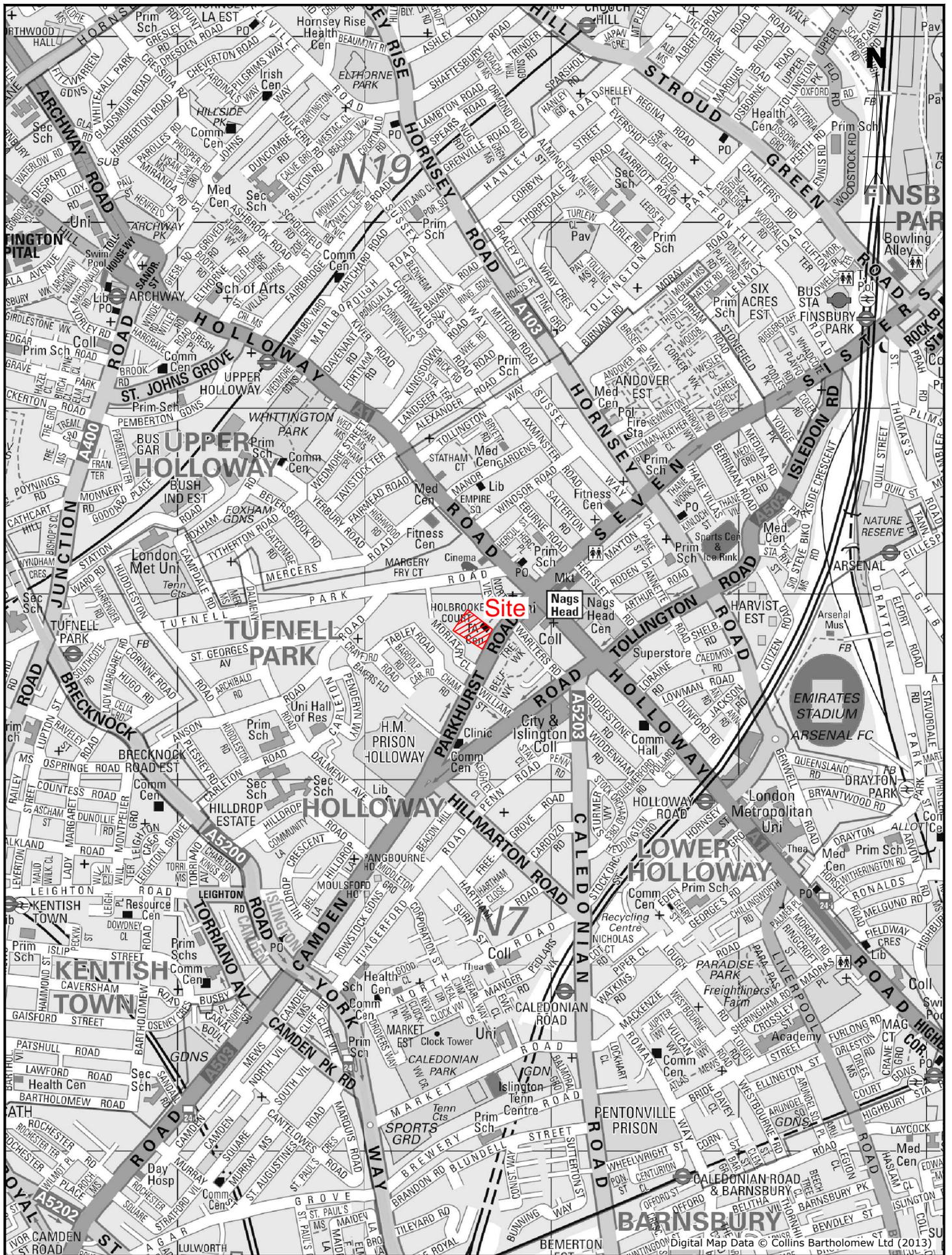
Action plan

- 7.1.12 The action plan will be completed following planning permission being granted for the proposals.

8 SUMMARY AND CONCLUSION

- 8.1.1 This RTP is for the development of 96 residential units at Parkhurst Gardens, Holloway, N7. Given the number of units at the development, this RTP is a Full Travel Plan as indicated by the TfL 'Travel Planning Guidance' document.
- 8.1.2 Based on the predicted modal split of the site, provisional targets for each mode have been set. It should be noted that the actual baseline mode share will be determined following residents travel surveys that will take place post-occupation. The targets will need to be revised in the light of these surveys and agreed with the relevant LBI Travel Plan officer.
- 8.1.3 A package of measures will be introduced to ensure the targets could be met. The measures will be reviewed following the granting of planning permission
- 8.1.4 The RTP will be secured through the S106 agreement and will be funded by the developer. Sufficient time will be allowed for the Travel Plan Co-ordinator to fulfil the RTP obligations.
- 8.1.5 The RTP's progress will be monitored in accordance with the TRICS compliant methodology which is required for Travel Plans.
- 8.1.6 The Travel Plan Co-ordinator (TPC) will commission formal travel surveys in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the Travel Plan targets and produce a monitoring report which will be submitted to LBI.
- 8.1.7 The RTP will be reviewed after five years at which point if targets have not been achieved, amendments will be agreed between LBI and the TPC.

Figures



T:\30000_projects\30614 Parkhurst Road, N7\ACAD\027.dwg

Digital Map Data © Collins Bartholomew Ltd (2013)



70 Cowcross Street
 London, EC1M 6EL
 t: 020 7608 0008
 w: www.tppweb.co.uk

Site location plan

Figure 1

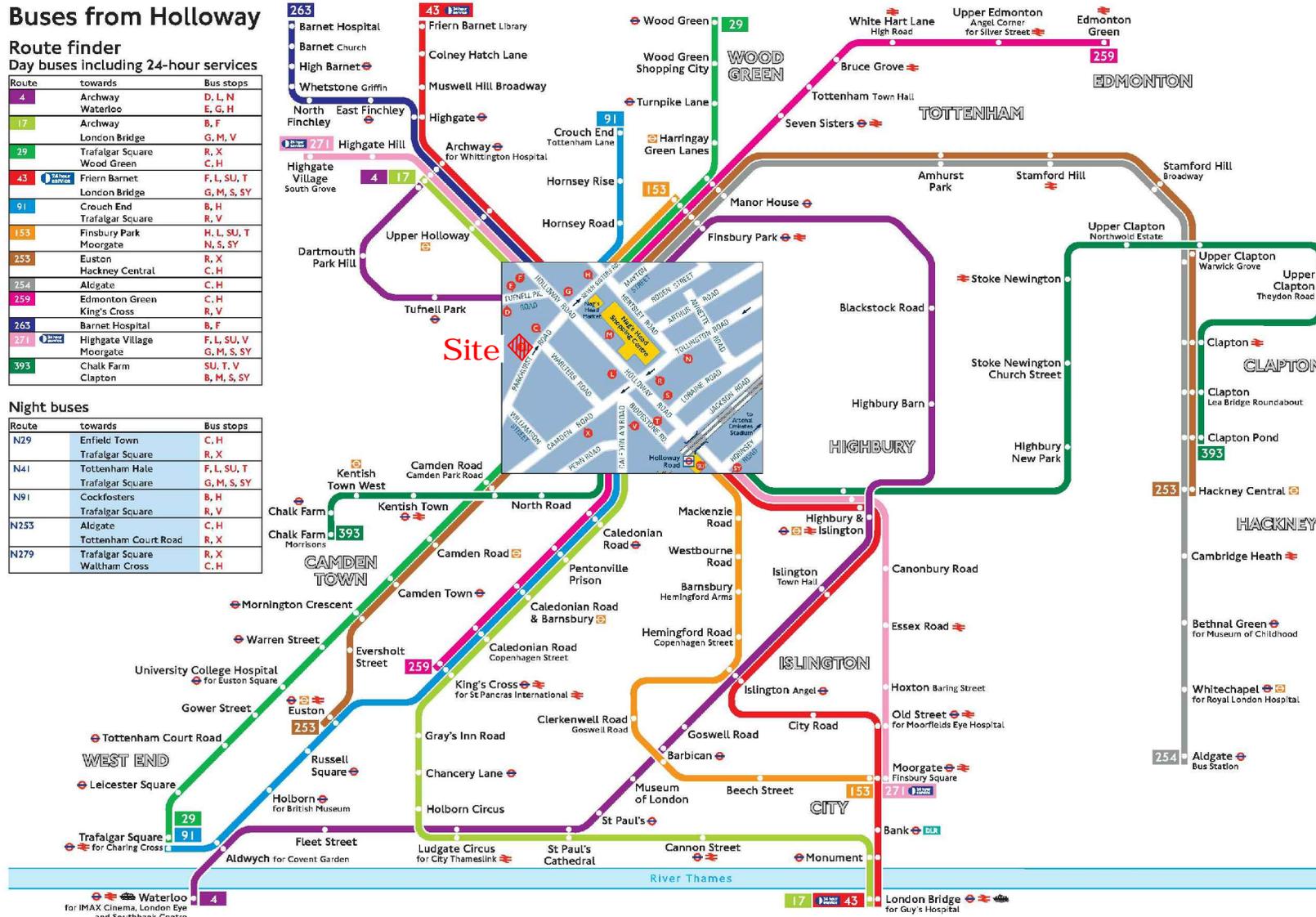
Buses from Holloway

Route finder Day buses including 24-hour services

Route	towards	Bus stops
4	Archway Waterloo	D, L, N E, G, H
17	Archway	B, F
29	London Bridge Trafalgar Square Wood Green	G, M, V R, X C, H
43	Friern Barnet London Bridge	F, L, SU, T G, M, S, SY
91	Crouch End Trafalgar Square	B, H R, V
153	Finsbury Park Moorgate	H, L, SU, T N, S, SY
253	Euston Hackney Central	R, X C, H
254	Alcgate	C, H
259	Edmonton Green King's Cross	C, H R, V
263	Barnet Hospital	B, F
271	Highgate Village Moorgate	F, L, SU, V G, M, S, SY
393	Chalk Farm Clapton	SU, T, V B, M, S, SY

Night buses

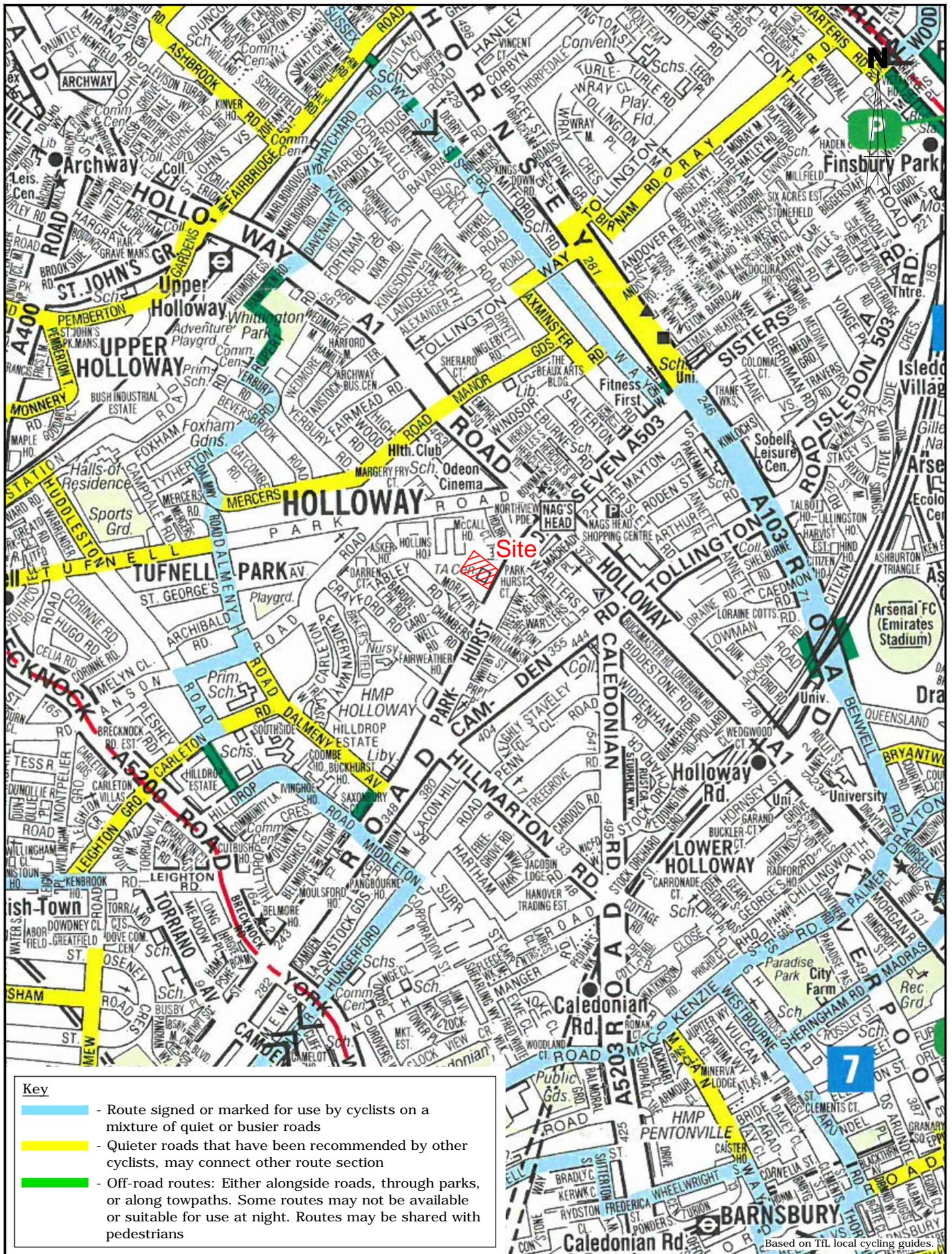
Route	towards	Bus stops
N29	Enfield Town Trafalgar Square	C, H R, X
N41	Tottenham Hale Trafalgar Square	F, L, SU, T G, M, S, SY
N91	Cockfosters Trafalgar Square	B, H R, V
N253	Alcgate Tottenham Court Road	C, H R, X
N279	Trafalgar Square Waltham Cross	R, X C, H



Information correct from 22 July 2013
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Based on TfL bus route map.

Local bus routes



T:\30000_projects\30614 Parkhurst Road, N7\ACAD\029.dwg

Local cycle routes

Figure 3



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