London Borough of Haringey

Osborne Grove Nursing Home Travel Plan

December 2021

transport planning practice

TPP
transport planning practice

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by London Borough of Haringey to provide transport consultancy services in respect to the proposed redevelopment of the Osborne Grove Nursing Home in the London Borough of Haringey (LBH).

1.2 Background

1.2.1 The existing site is the Osborne Grove Nursing Home and Stroud Green Clinic. The site has a vehicular access from Upper Tollington Park and is bound to the north and east by residential properties and gardens, the south by commercial/light industrial properties and the west by Upper Tollington Park.

1.2.2 The proposals seek to redevelop the site to provide a 100 unit care home, of which 70 units will be 'standard' care home units and 30 units will be sheltered housing units. The proposed development will reduce the car parking provision from 23 bays to four bays, all of which will be disabled bays.

1.3 Travel Plan overview

1.3.1 The purpose of this Travel Plan is to set out the strategy for encouraging the reduction of future tenants, staff and visitors dependence on the need to travel by private car. This will be achieved by encouraging the use of more sustainable modes of transport such as public transport, cycling and walking.

1.3.2 This Travel Plan has been prepared in accordance with Transport for London's (TfL) Travel Plan guidance to support the development proposals. The remainder of the report comprises the following structure.

- **Section 2: Site Accessibility –** describes the accessibility of the site by a range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives –** sets out aims of the Travel Plan and objectives against which it will be assessed.
- **Section 4: Travel Plan Measures –** sets out the proposed measures to encourage future occupants and delivery companies servicing the site to travel using sustainable modes.

- **Section 5: Indicative Travel Mode Split –** sets out the proposed modal split for the site.

- **Section 6: Targets and Monitoring –** outlines the method of setting targets and monitoring the progress of the Travel Plan.

- **Section 7: Securing the Travel Plan and Funding –** sets out how the Travel Plan will be secured and funded.

- **Section 8: Action Plan –** provides an Action Plan for implementing a Travel Plan.

2 SITE ACCESSIBILITY

2.1.1 This section sets out the existing sites accessibility by walking, cycling, public transport and the highway network.

2.2 Site location

2.2.1 The site is bound to the north and east by residential properties and gardens, the south by commercial/light industrial properties and the west by Upper Tollington Park. The site location is shown in Figure 1.

2.3 Pedestrian access

2.3.1 Footways surrounding the site have dropped kerbs, are lit and are fitted with tactile paving to aid partially sighted and blind persons. Pedestrian access to the site is from Upper Tollington Park. Each arm of the Upper Tollington Park/Stroud Green Road/Tollington Park junction to the south of the site is provided with a signalised pedestrian crossing.

2.3.2 The site is within walking distance of a number of local amenities. This includes multiple hot food and drinks outlets along Stroud Green Road, Tesco Superstore 200m (or a 2-3 minute walk based on walking speeds of 80-100m per minute) to the west of the site and Roger Davis Pharmacy 250m (or a 2-3 minute walk) to the south east of the site. Finsbury Park Oxford Road Gate is located circa 250m (or a 2-3 minute walk) to the north east of the site.

2.4 Cycling

2.4.1 The local area is covered by Transport for London (TfL) Cycle Map 4. Upper Tollington Park at the frontage of the site, as well as Victoria Road and Charteris Road have been recommended by cyclists as suitable routes and connects to other cycle routes.

2.4.2 Upper Tollington Park to the north of the site, Woodstock Road and St Thomas's Road are shown on the map as routes marked for use by cyclists, which are on quiet or busier roads. Parkland Walk provides an off-road cycle route from Highgate to Finsbury Park. This off-road cycle route continues intermittently to Victoria Park.

2.4.3 TfL Cycle Way 38 runs from Seven Sisters Road by Finsbury Park to Drayton Park to the south of the site. The site location in relation to the local cycle network is shown in Figure 2.

2.5 Public Transport

Public Transport Accessibility Level

2.5.1 The industry standard Public Transport Accessibility Level (PTAL) rating for London has been used to identify the level of accessibility to the public transport network. Using TfL's WebCAT tool, the site has been identified as being located in an area of a PTAL rating of 6a. A PTAL rating of 6a indicates an 'excellent' accessibility to public transport.

Bus services

2.5.2 The closest bus stop to the site is Tollington Park (Stop U), which is located on Stroud Green Road, circa 130m to the south of the site and is served by bus routes 210, W3 and W7.

2.5.3 Further bus stops within walking distance includes Finsbury Park Interchange (Stop H and G), located on Station Place, next to Finsbury Park Underground Station, 650m (or a 6-8 minute walk) to the south east of the site, served by bus routes 4, 19, 106, 153, 236 and night bus 19; and Finsbury Park Hornsey Gate, located on Endymion Road, 550m (or a 5-7 minute walk) to the north of the site served by bus route W5.

2.5.4 Table 2.1 presents the summary of the bus services which operate from the bus stops above in the morning (08:00-09:00), inter (09:00-17:00) and evening peak (17:00-18:00) periods and the hourly frequency on a Saturday and Sunday.

Table 2.1 - Local bus services

Route	Direction	AM peak	Inter-peak	PM peak	Saturday	Sunday
4	Blackfriars Station	5	5	5	5	5
	Archway Station	6	6	6	5	5
19	Parkgate Road	7	7	7	6	6
106	Cavell Street	6	6	6	6	n/a
153	Liverpool Street	6	6	6	5	5

	Station					
210	Brent Cross Shopping Centre	6	6	6	5	5
236	Hackney Wick	6	6	6	5	5
W3	Northumberland Park Bus Stand	9	9	9	8	6
W5	Harringay Sainsbury's	5	5	5	5	3
	Archway Station	5	5	5	5	3
W7	Muswell Hill Broadway	13	13	13	9	7
Total		**74**	**74**	**74**	**64**	**50**

London Underground

2.5.5 Finsbury Park Underground Station is located 600m (or a 6-7 minute walk) to the south east of the site and is served by Piccadilly Line services and Victoria Line services. Piccadilly Line services are available to Cockfosters and Arnos Grove towards the east and to Uxbridge, Rayners Lane and Heathrow Terminals via central London towards the west and Victoria Line services are available towards Walthamstow Central towards the north and Brixton to the south. Finsbury Park Underground Station is located in fare zone 2 and can be accessed from the site via footways along Stroud Green Road. Finsbury Park Underground Station also offers step free access between the platform and train. The underground services available from Finsbury Park Underground Station are shown in Table 2.2.

Table 2.2 - London Underground services available from Finsbury Park Underground Station

Line	Direction	AM peak	PM peaks
Piccadilly Line	Westbound (Uxbridge, Rayners Lane + Heathrow Terminals)	23	23
	Eastbound (Cockfosters + Arnos Grove)	23	23
Victoria Line	Northbound (Walthamstow Central)	36	36
	Southbound (Brixton)	36	36

London Underground

2.5.6 Crouch Hill London Overground Station is located 650m (or a 6-8 minute walk) to the west of the site and can be accessed via the footways along Stroud Green

Road and Crouch Hill. Crouch Hill Overground Station provides access to the Barking – Gospel Oak branch of the Overground. The Overground services available from Crouch Hill Overground Station are shown in Table 2.3.

Table 2.3 - London Overground services accessible from Crouch Hill Overground Station

Direction	AM Peak	PM Peak
Barking	4	4
Gospel Oak	4	4

National Rail

2.5.7 Finsbury Park Station, which is located 600m (or a 6-7 minute walk) to the south east of the site, also provides access to Thameslink and Great Northern services. Services to Cambridge, London Kings Cross, Brighton, Stevenage and others regional cities/towns are available from Finsbury Park Station. There are approximately 9 services northbound and 10 services southbound in the AM peak and 10 services northbound and 7 services southbound in the PM peak. (could be more but as timetables tend to double count services i.e more than one services at the same time on different timetables so only took services from the most frequent timetable).

2.6 Local Highway Network

2.6.1 The sites vehicular access is from Upper Tollington Park, with access currently controlled by a security gate. Upper Tollington Park is a two-way road, with street lighting and is restricted to 20mph. There are controlled on-street parking bays on both sides of the carriageway along the frontage of the site.

2.6.2 Upper Tollington Park provides access to Green Lanes (A105) via Endymion Road to the north. Green Lanes provides access to Wood Green and the North Circular (which is the inner London orbital road) to the north and to central London to the south.

2.6.3 Upper Tollington Park also connects to Seven Sisters Road via Stroud Green Road to the south. In turn Seven Sisters Road provides access to the A1 to the south west and the A10 to the north east. Both A roads provide access to central London to the south and connect to the North circular and the M25, which is the Greater London orbital road to the north. The A1 also provides access to the M1.

2.6.4 The site is located in controlled parking zone (CPZ) Finsbury Park C, which operates Monday to Saturday from 08:30 to 18:30. The CPZ is also in operation on Arsenal match days and Finsbury Park Events from 08:30 to 20:30 Monday to Saturday and 12:00 to 16:30 on Sundays and public holidays.

3 TRAVEL PLAN AIMS AND OBJECTIVES

3.1.1 The purpose of this Travel Plan is to encourage more sustainable travel patterns of all staff, tenants and visitors of the proposed development. The main objective is to reduce the reliance of those travelling to and from the site by forms of travel that have the highest environmental impact.

3.1.2 The main objectives of this Travel Plan are set out below, based on current TfL Travel Plan guidance.

- Increase the mode share of staff and visitors walking and cycling to the site.
- Encourage site users to move up within the sustainable transport hierarchy (e.g from public transport to cycling).
- Ensure the development does not lead to excessive on-street parking or services.
- Monitor travel patterns and identify opportunities to encourage travel by sustainable forms of transport.

4 TRAVEL PLAN MEASURES

4.1.1 A number of measures will be implemented to influence staff, tenants and visitor travel patterns. This includes design measures, policies and the provision of information with the aim of achieving targets set out in the plan.

4.2 Travel Plan Co-ordinator

4.2.1 To ensure the delivery and on-going management of the Travel Plan, the development will appoint a Travel Plan Coordinator (TPC). The TPC role will be funded by the occupiers of the development. It will be their role to promote the Travel Plan and ensure that key stakeholders are aware of the Travel Plans purpose and objectives. The TPC's responsibility includes:

- Encourage staff, tenants and visitors to discuss travel issues.
- Actively encourage travel by walking and cycling and provide appropriate up-to-date public transport travel information.
- Monitor travel patterns and periodically review the Travel Plan measures and targets.
- Ensure the care home website is up to date with travel information.
- Ongoing liaison with London Borough of Haringey (LBH) when required.

4.3 Provision of Travel Information

4.3.1 Informing future staff, tenants and visitors of the range of travel choices available to them as well as the Travel Plan measures which will be implemented at the development will be key for its success. The way in which travel information will be provided is detailed below.

Guidance on journey planning

4.3.2 Staff, tenants and visitors will be informed of TfL's journey planner and its useful functions and travel apps such as City Mapper. This ensures all site users are aware of all travel choices available to them.

4.3.3 Information on how to get to the site could be provided on the site website. There would be a particular emphasis on promoting sustainable transport.

Travel Information Packs

4.3.4 Staff will be provided with Travel Information Packs (TIPs) upon employment. Electronic versions could be made available. The travel pack will contain information on travel and the facilities within the development and could contain the following information:

- Provide an explanation of the Travel Plan, its purpose, aims, objectives and measures.
- Contact details of the TPC.
- Information on the health benefits of walking and cycling.
- Information on planning journeys by foot, cycle and public transport.
- Bus network maps and timetable information.
- Rail network maps and timetable information.
- Links to TfL's journey planner website and national rail website which provides journey planning and live departure information.

Noticeboards

4.3.5 It is important to provide up-to-date accessible information about travel options available to staff, tenants and visitors. Travel information will be displayed on a noticeboard within reception which will be kept up to date by the TPC. This information will include:

- Pedestrian and cycle route maps.
- Bus maps and timetables.
- Rail maps and timetables.
- Information on any major changes to public transport services.

4.4 Reduction of car use

4.4.1 The development proposals will reduce the on-site car parking provision. On-street parking in the surrounding area is restricted by CPZ Finsbury Park C,

which operates Monday to Saturday from 08:30 to 18:30 and on Arsenal match days and Finsbury Park event days.

4.4.2 Awareness of road safety issues will be highlighted by the TPC in the surrounding area.

Car parking provision

4.4.3 The proposed development will reduce the car parking provision from 23 bays to four bays, all of which will be disabled bays. This is expected to meet the operational needs of the site and encourage site users to travel using sustainable forms of transport.

4.5 Promotion of sustainable transport

4.5.1 The following measures could be introduced and will maximise walking, cycling and public transport whilst discouraging travel to the site by car.

- Walking events: The TIP will provide information on walking events and can promote LBH's Walk This Way scheme, which could be suitable for some tenants. The Walk This Way scheme offer a series of free walks around the borough, led by trained walk leaders.
- Cycle parking facilities: The development proposals will provide secure and covered long stay cycle parking for staff and short stay cycle parking for visitors in excess of the London Plan 2021 minimum cycle parking standards. This will encourage cycling to the site.
- Cycle to work scheme: Staff could be offered interest free loans to purchase a bike tax free.
- Interest free season ticket loans: This could be offered to all staff to spread the cost of travelling by public transport, which includes Underground, DLR, Overground and some national rail. This will be taken out of the employee's salary in instalments each week or month through the year.

4.6 Promotion of sustainable delivery practices

4.6.1 The baseline survey will collect information on the delivery patterns and the TPC will advise occupiers about the following measures that could be implemented to make the servicing operation more sustainable.

- Consolidating deliveries: Discussing the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips where feasible.

- Green vehicles: Encouraging occupiers to consider using delivery and collection companies that use hybrid, electric and other low emission vehicles that are less harmful to the environment.

5 INDICATIVE MODE SHARE

5.1.1 This chapter sets out the 'travel to work' mode share for the proposed development. The indicative modal split is based on the Census 2011 'Method of Travel to Work (Workday Population)' for output area Haringey 036, which contains the site. The travel mode share for staff based on Census 2011 is shown in Table 5.1. The travel mode share for visitors/carers is expected to be similar to those assumed for staff.

5.1.2 However, the proposals will only provide four disabled parking bays. Due to the car limited nature of the site, the car mode share will be lower than shown in Table 5.1. A trip generation assessment undertaken within the Transport Assessment, which was submitted alongside this application, set out the proposed site would generate 3 vehicle trips in the AM and PM peaks respectively. This accounted for 6% of the total person trips in the AM peak. Therefore the indicative modal split has been adjusted to lower the vehicle mode to 6%, with the difference being redistributed across the other modes. The adjusted mode share is presented in Table 5.1.

Table 5.1 - Proposed development indicative mode share

Travel Mode	Modal Split	Adjusted Modal Split
Underground/Overground	28%	37%
Train	12%	16%
Bus/Coach	14%	18%
Taxi	0%	0%
Motorcycle	0%	1%
Car	29%	6%
Bicycle	7%	9%
On foot	10%	13%

5.1.3 It should be noted that the above modal split is predicted and will be recalculated following the baseline surveys. Future travel surveys will be undertaken in years 1, 3 and 5 after the baseline survey.

6 TARGETS AND MONITORING

6.1.1 A Travel Plan requires monitoring, review and revision to ensure it remains relevant to the organisation and those using the site. The TPC will provide continuous improvements for its duration. This chapter sets out the targets of the Travel Plan and the monitoring and review process. Monitoring and reviewing will be the responsibility of the TPC.

6.2 Targets

6.2.1 TfL provide recommendation on the requirements of targets as follows:

- Should be SMART; **S**pecific, **M**easurable, **A**ttainable, **R**ealistic and **T**ime-bound and should link to the objectives of the Travel Plan.
- Should enable measurements of success in achieving objectives of the Travel Plan.
- Enable enforcement.
- A minimum five-year time frame, with interim targets sets one year, three years and five years after.

6.2.2 The key targets for the proposed development are to increase walking and cycling trips and reduce private car trips. The targets will aid the Mayor's Transport Strategy which aims to achieve 80% of Londoners trips to be made on foot, bicycle or public transport by 2041.

6.2.3 The proposed interim targets are intended to help meet objectives set out earlier. These are set out below:

- Target 1 – Raising awareness
  - Aims to have 100% of staff aware of the Travel Plan, through TIPs or noticeboards in reception.
- Target 2 – Minimise the number of staff and visitors driving
  - Reduce car use by 5% within a 5 year period.
- Target 3 – Maximise the number of staff and visitors walking

- Increase walking to and from the site by 5% within a 5 year period.

- Target 4 – Maximise the number of staff and visitors cycling

  - Increase cycling to and from the site by 5% within a 5 year period.

6.3 Monitoring

6.3.1 The monitoring regime for the development has been determined with reference to the requirements set out by TfL 'travel planning for new development in London' guide.

6.3.2 The TPC will arrange the initial full multi-modal travel survey to be undertaken when the development is 75% occupied or within six months of opening. The specification of the multi-modal travel survey will be agreed with London Borough of Haringey prior to being undertaken. However, it is likely they will comprise the following:

- Management questionnaires to identify site specific details (to be completed by site management).

- Pedestrian counts at the pedestrian accesses to the site.

- Questionnaire/interview of staff and visitors within the site to identify the main mode share.

6.3.3 As requested by TfL guidance, surveys will be undertaken for the baseline, plus years 1, 3 and 5.

6.3.4 Precise dates of the future surveys will depend on the date of the baseline survey, which will be undertaken when 75% of the development is occupied or has been opened for 6 months. The survey will form the basis of the monitoring reports which will be prepared by the TPC and submitted to LBH on years 1, 3 and 5.

7 SECURING THE TRAVEL PLAN AND FUNDING

7.1.1 The Travel Plan will be secured through a Section 106 agreement for the development.

7.1.2 All measures implemented prior to the development being occupied will be funded by the developer, including the production of marketing material. The future site tenants will fund the costs associated with monitoring reports, surveys and anything required by the TPC.

8 ACTION PLAN

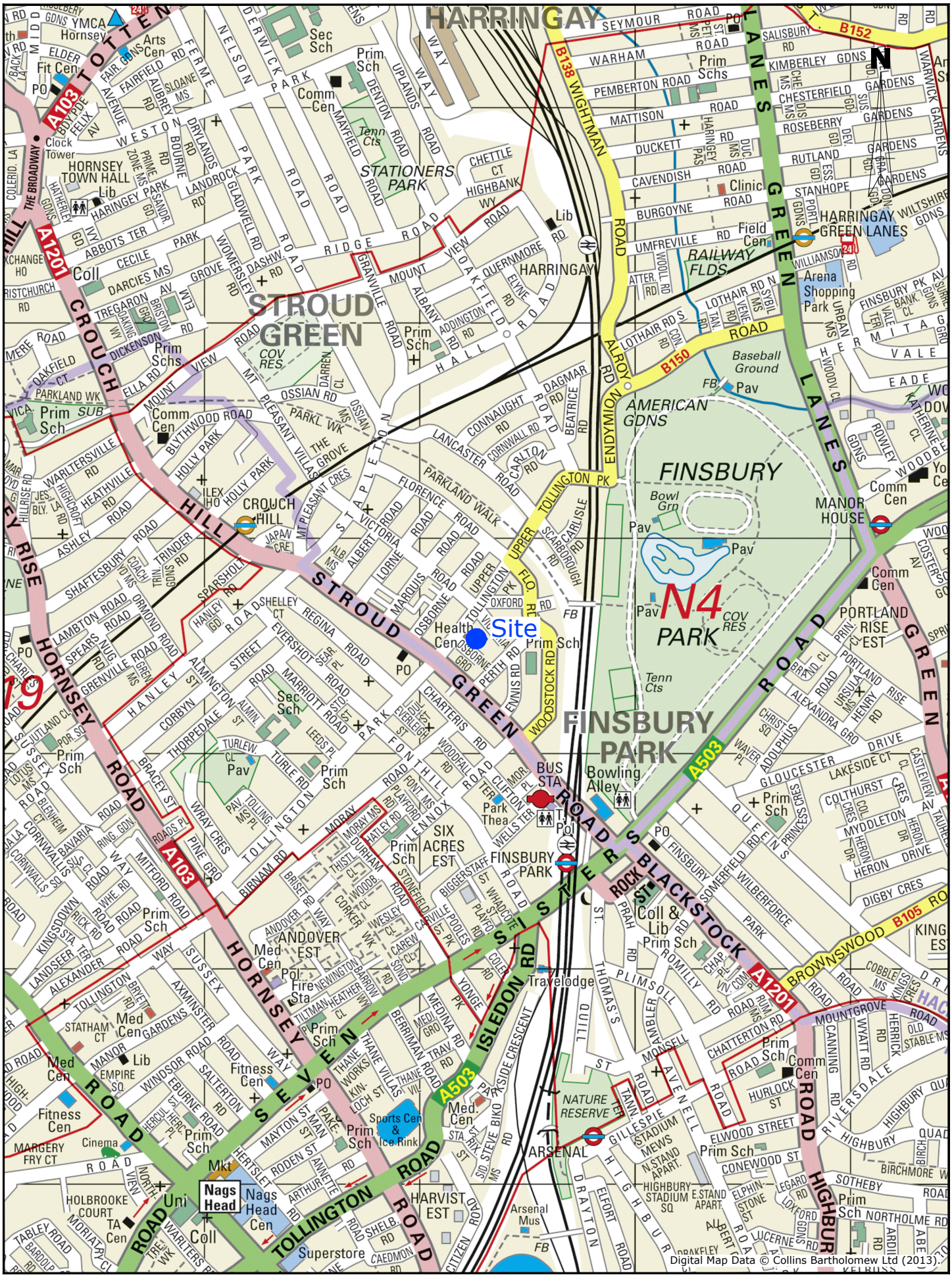
8.1.1 The Action Plan outlines the programme for implementation of the Travel Plan measures for the proposal, as and when they are brought forward for development.

8.1.2 The Action Plan sets out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated to reflect the outcome of consultation with the local planning authority once the first multi-modal survey has been completed. The Action Plan for the proposed development can be seen in Table 8.1.

Table 8.1 - Development Action Plan

Objectives	Measures/Actions	When	Responsibility
Increase staff and visitors walking and cycling to the site	Cycle to work loan scheme	Within six months of occupation	Occupier
	Provision of Travel Information Packs	Within six months of occupation	Developer/TPC
Encourage site users to move up within the sustainable hierarchy	Appoint a Travel Plan Co-ordinator	Prior to occupation	Occupier
	Cycling parking facilities	Prior to occupation	Developer
Ensure the development does not lead to excessive parking or servicing	Promote sustainable delivery practices	Prior to occupation	TPC
	Removal of car parking expect disabled parking.	Prior to occupation	Developer
Monitor travel patterns and observe whether targets are being met.	Undertake baseline surveys	Within six months of occupation	TPC
	Undertake surveys for monitoring reports	Years 1, 3 and 5	TPC

Figures

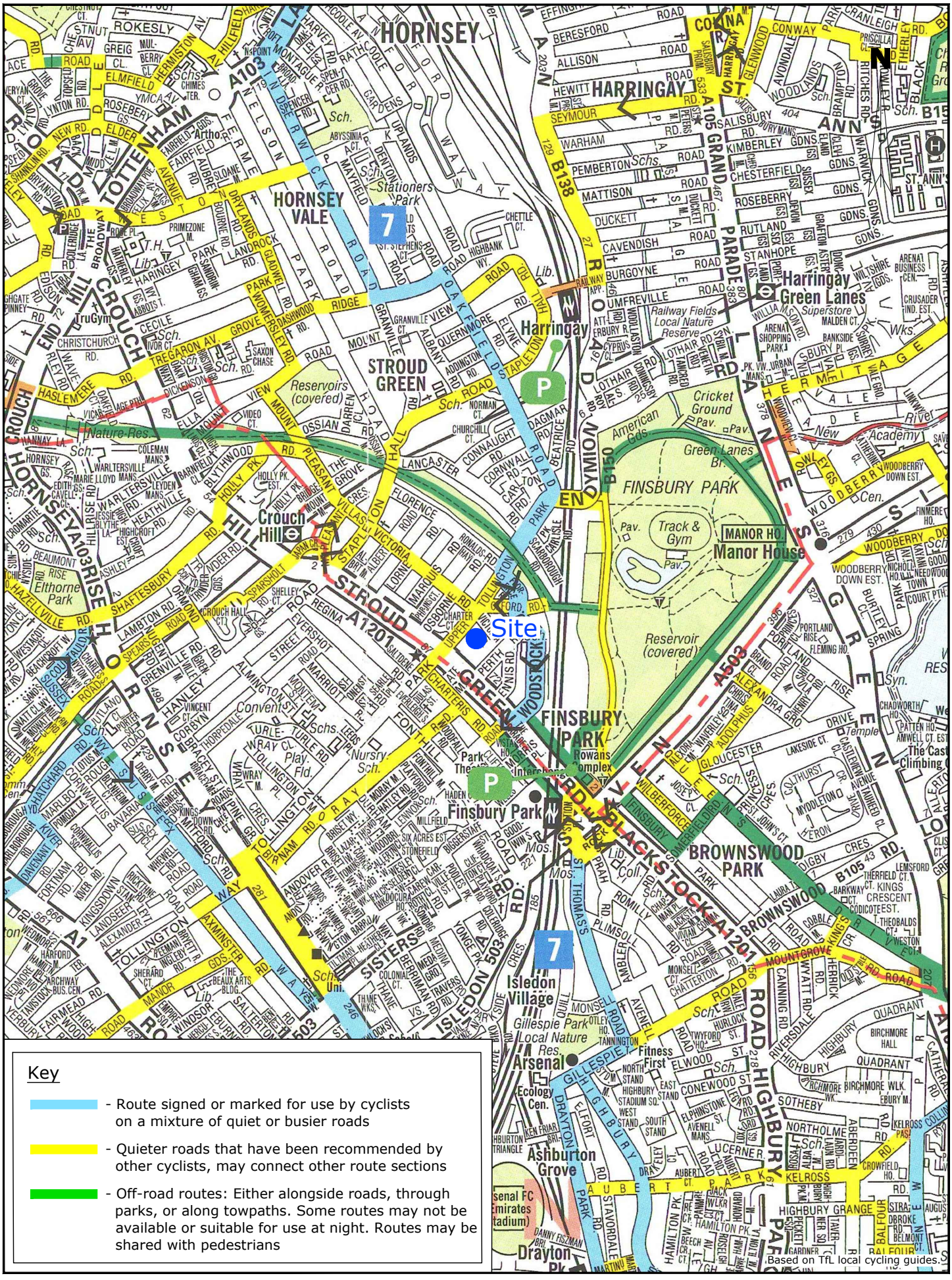


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Site location plan

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

Figure 1



T:\30000_Projects\31264 Osborne Grove Nursing Home\ACAD\006 - 007.dwg

Based on TfL local cycling guides.

Local cycle network

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

Figure 2



Transport Planning Practice
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