



The Hippodrome, North End Road,  
Golders Green

**Travel Plan**

for

**Markaz Eltathgheef**

## Document Control Sheet

Travel Plan

The Hippodrome, North End Road, Golders Green

Markaz Eltathgheef

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
18/03/2019	1 <sup>st</sup> Draft	EU	SGi
05/04/2019	2 <sup>nd</sup> Draft	EU	SGi
08/04/2019	Final v.1	EU	SGi
10/04/2019	Final v1.1	EU	SGi
24/05/2019	Final v1.2	EU	SGi

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## 1.0 Introduction

- 1.1 Motion has been appointed by Markaz Eltathgheef to provide a Travel Plan for its activities at The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB).
- 1.2 The site is located in Golders Green town centre, and next to Golders Green London Underground station. The site is bounded by the bus station to the west, the underground line to the north, residential properties to the east and the A502. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road. The site is located within a highly sustainable location, with excellent proximity to public transport, as demonstrated by its PTAL 6a/6b rating.
- 1.3 In May 2007, LBB approved planning permission (application reference C00222W/07) "to use building as a church to enrich community with schemes for children, unemployed, elderly etc. To hold concerts, conferences, drama and dance festivals".
- 1.4 An enforcement notice was issued by LBB dated 25/04/2019, stating that the matters which appear to constitute the breach of planning control are:

*"Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of Condition 2 of planning permission reference C00222W/07 granted on 9<sup>th</sup> May 2007."*

- 1.5 The enforcement notice cites the absence of an up to date Travel Plan.

### Scope

- 1.6 A Travel Plan is a bespoke package of measures aimed at promoting sustainable travel choices to reduce reliance on the private car. Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan's objectives, whilst also bringing a number of other benefits to the organisation, its employees, the environment and the local community.
- 1.7 The Markaz supports the aims and objectives of travel planning established through Government and local policy and is committed to the success of this Travel Plan. It will use its best endeavours to achieve the targets set out herein.

### Aims of the Travel Plan

- 1.8 The aim of this Travel Plan is to put in place the management tools that are necessary to enable members of the Markaz community to make informed decisions about their travel to / from the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. The aim is achieved by setting out a strategy for eliminating the barriers of sustainable transport.

### Structure of the Travel Plan

- 1.9 This Travel Plan provides the details necessary for the promotion and targets for achieving sustainable travel to the site.
- 1.10 The remainder of the document is structured as follows:
  - ▶ Section 2 – Outlines the relevant policy and best practice;
  - ▶ Section 3 – Describes the site and surrounding area;
  - ▶ Section 4 – Sets out the objectives and benefits of a Travel Plan;
  - ▶ Section 5 – Identifies the Travel Plan targets;
  - ▶ Section 6 – Sets out the Travel Plan Strategy;
  - ▶ Section 7 – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;

- 
- ▶ Section 8 – Outlines the monitoring and review programme that will ensure that the Travel Plan is reported and updated as necessary; and,
  - ▶ Section 9 – Provides the Travel Plan Action Plan.

## 2.0 Policy

### National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework (NPPF) published in February 2019 is predicated on a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.
- 2.2 The 2019 NPPF promotes incorporation of sustainable transport in development proposals (par. 102) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 103).
- 2.3 With regard to the delivery of sustainable transport the NPPF states at paragraph 111 that:  
*"All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.4 The NPPF describes a Travel Plan as: *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."* (NPPF pg. 73)

### Regional Policy

- 2.1 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards, with the remainder of the Plan unchanged from the previous update in March 2015.
- 2.2 Policy 6.3 considers the assessment of effects of development on transport capacity and states:
  - ▶ *"Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*
- 2.3 The main policies of relevance to the proposals relating to transport of the new draft London Plan (Chapter 10) include:
  - ▶ Draft Policy T4 – Assessing and mitigating transport impacts: Proposals should provide Transport Assessments to consider the impacts of development on the transport networks (including walking and cycling) and that proposals integrate with existing and planned transport access, capacity and connectivity. Travel Plans, designs and plans for parking, construction and servicing/deliveries will be required in accordance with TfL guidance. Mitigation should be provided as appropriate.

### Local Policy

- 2.4 Barnet Council's Development Management Document Policy DM17 indicates that:  
*"Travel planning for significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored."*

### 3.0 Existing Conditions and Site Accessibility

#### Site Location and Existing Situation

- 3.1 The site is located in Golders Green town centre, and next to Golders Green London Underground station. The site is bounded by the bus station to the west, the underground line to the north, residential properties to the east and the A502. The site is located within a highly sustainable location, with excellent proximity to public transport, as demonstrated by its PTAL 6a/6b rating.
- 3.2 The site is currently used as a community centre, with a weekly schedule providing a variety of events for the local community. The site generates a typical demand of between 80 and 100 visitors on some evenings and very few on others, although this figure can rise to 500 visitors for certain programmed lectures / seminars, etc. During festival periods, visitor numbers may rise to 1,400, although this remains within its capacity as a former concert venue of 2,000.
- 3.3 The current opening hours are 08:00 to 23:00, seven days a week and the site currently employs up to 10 members of staff.

#### Travel Patterns

- 3.4 As part of the Travel Plan, travel surveys were undertaken by the Markaz on Friday 29<sup>th</sup> March 2019. These identified the following modal splits:
- ▶ Car - 37%
  - ▶ Bus - 35.8%
  - ▶ Train/Underground - 16%
  - ▶ Walking - 7.4%
  - ▶ Motorcycle - 2.5%
  - ▶ Bicycle - 1.2%
- 3.5 Figure 3.1 below summarises these findings.

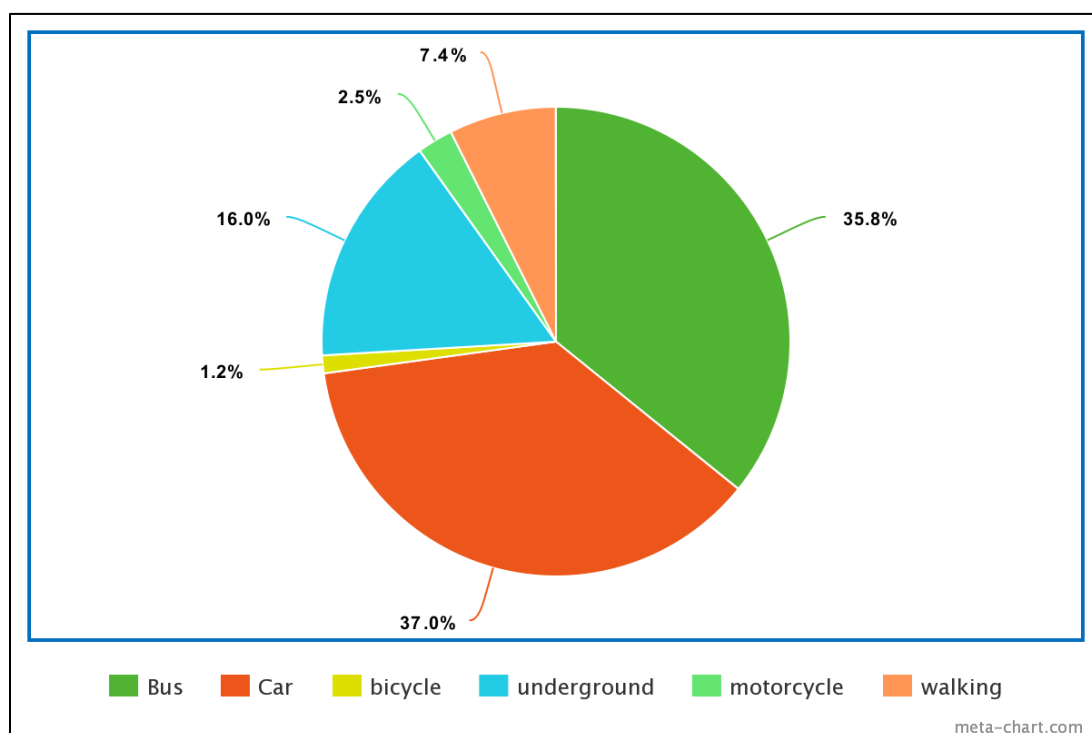


Figure 3.1: Travel Survey Results

- 3.6 As shown above, 60% of visitors travelled by bus, train, underground or foot and 37% drove a car.

### Accessibility by Non-Car Modes of Transport

- 3.7 The PTAL of the site is 6a / 6b and it therefore has excellent accessibility to public transport modes. On this basis, it is considered that most of the existing visitors would attend evening services via public transport, walking or cycling. The above existing modal share shows the majority (60%) of visitors travel to the site via sustainable modes.

### Bus

- 3.8 Golders Green bus station is located immediately adjacent to the west of the site, with a bus stop immediately to the front of the site on North End Road. Golders Green bus station provides access to 14 routes and over 90 one-way services during peak hours.
- 3.9 A TfL bus spider map is located at **Appendix A** and indicates that the services provide access to locations such as Finchley, Edmonton, Finsbury, Central London, Shepherd's Bush, Brent, Cricklewood, Webley, etc and provide connections to a large number of underground stops / stations.

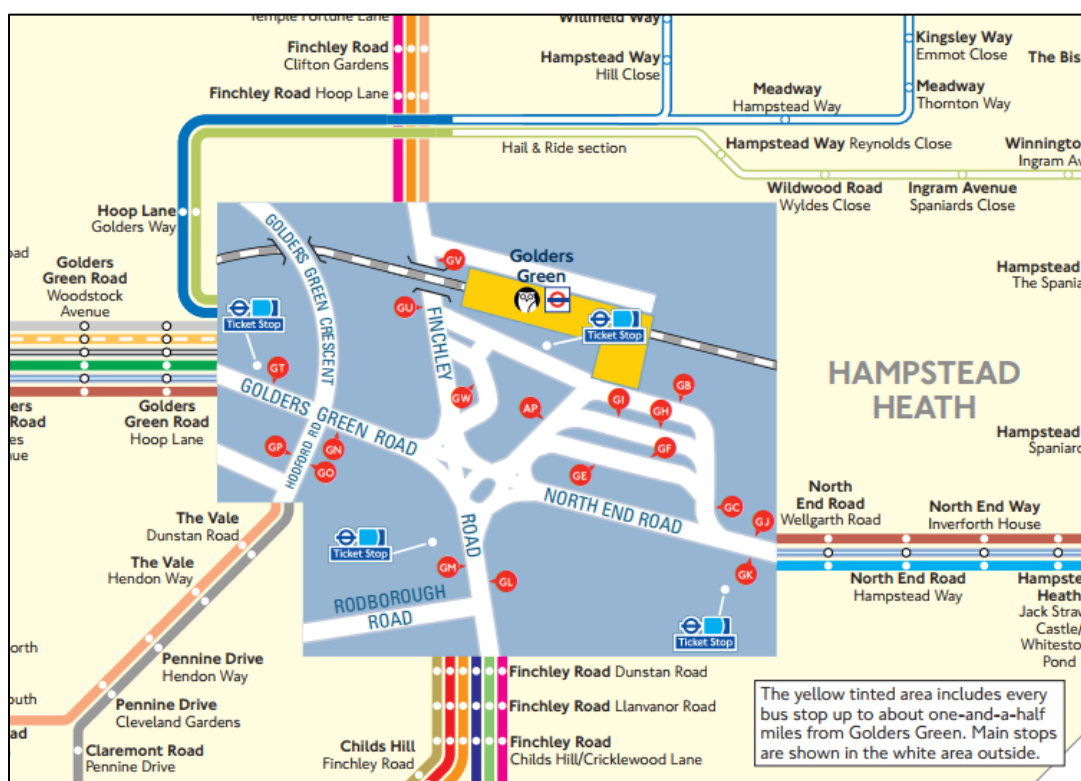


Figure 3.2: Bus Spider Map Extract

- 3.10 As shown above, Golders Green bus station and surrounding streets provide access to a significant number of bus services serving Greater London.

### London Underground

- 3.11 Golders Green Underground station is also located adjacent to the site and provides services on the Northern Line between Edgware, Kennington and Morden. In the region of 29 underground trains per hour stop at Golders Green during peak hours. Visitors can therefore make use of highly frequent services linking into Central London.



### Active Travel

- 3.12 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities is presented in Table 3.1 below.

	<b>Town Centres (metres)</b>	<b>Commuting / Schools / Sightseeing (metres)</b>	<b>Elsewhere (metres)</b>
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 3.1 Suggested Acceptable Walking Distances (IHT Guidelines)

- 3.13 Whilst now superseded, Planning Policy Guidance Note 13 - Transport (PPG13) also recognised the potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. It was suggested that these short trips were those under 5 km. It is considered that this guidance still provides a useful benchmark for cycling distance.

### Walking

- 3.14 Immediately outside the site, on the northern side of North End Road, there is a wide footway which contains two bus stops, cycle parking, bins, trees and a post-box. All other roads in the surrounding area provide footways on both sides of the carriageway.
- 3.15 With regard to crossings, there are a number of signalised / controlled crossing immediately outside the site, that contain dropped kerbs, tactile paving and rotating cones. In addition, street lighting is provided at regular intervals. Routes to / from Golders Green bus and Underground station are considered to be straightforward, given their immediate proximity and the level of pedestrian provision.

### Cycling

- 3.16 TfL's Cycle Guide 4 indicates that there are cycle parking facilities at Golders Green bus / underground station, immediately adjoining the site. There a number of routes surrounding the site that consist of 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads', 'other roads that have been recommended by cyclists', and 'off-road routes'. In addition to this, there are also cycle stands outside the site on the North End Road footway.
- 3.17 Government guidance in respect of cycling proposes that people are prepared to cycle up to five kilometres to access local amenities. Within five kilometres cyclists can reach Golders Green, Hampstead, Queens Park, Brent Cross, Finchley and Hendon.
- 3.18 There is scope therefore for visitors to The Hippodrome to travel by cycle either as their main mode of travel or as a linked trip with rail/underground.

### Public Transport Accessibility Level (PTAL)

- 3.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

- 3.20 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.21 The site is classified as a PTAL 6a / 6b representing 'excellent' access to public transport. The PTAL output for the site is contained within **Appendix B**. This indicates that visitors are not reliant on the car and can instead make use of more sustainable modes of travel.

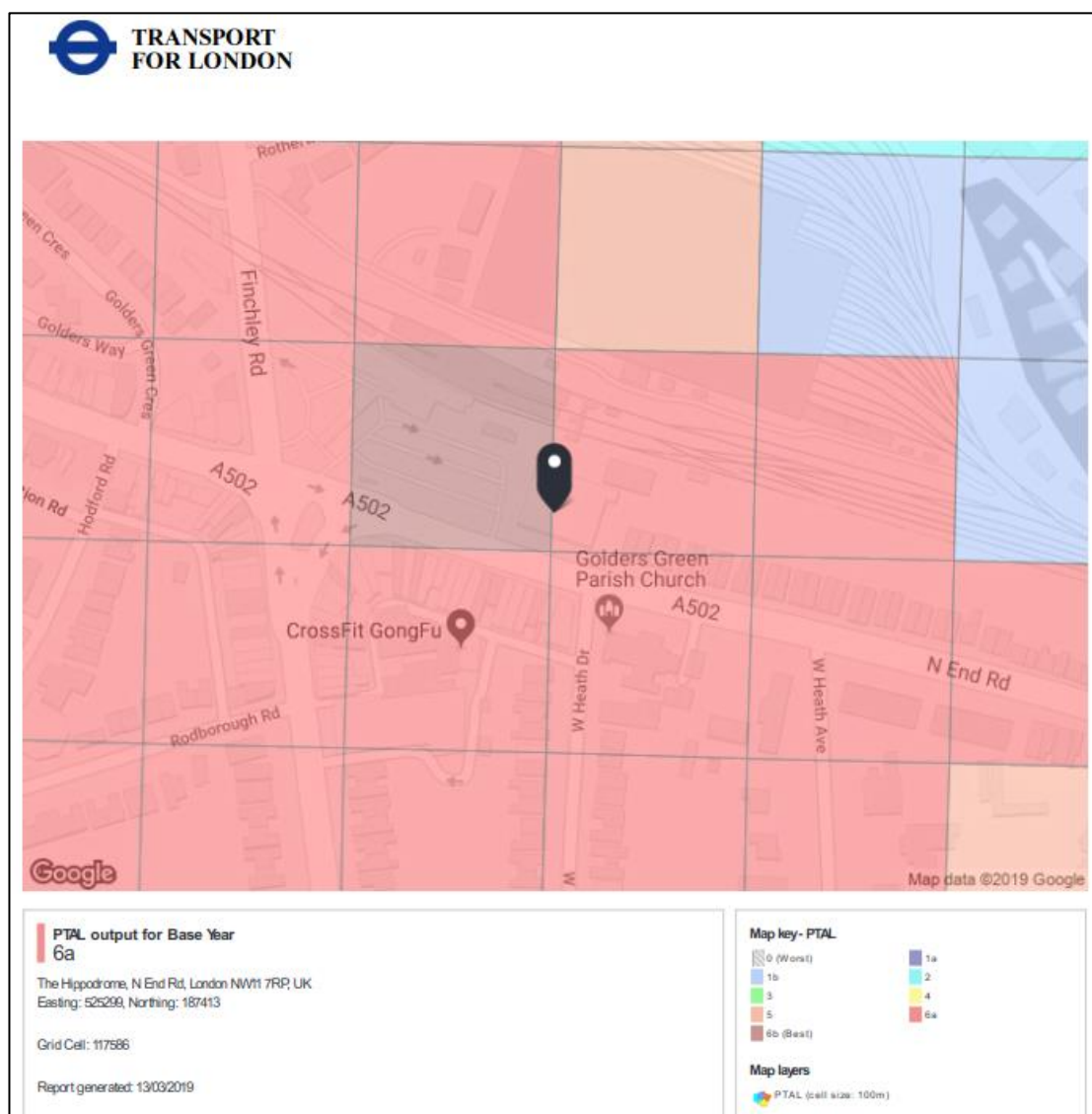


Figure 3.3: PTAL Report Extract

### Modal Split

- 3.22 Data from the 2011 Census have been reviewed for the local area within which the site is located (Barnet 038E Lower Layer Super Output Area) in order to establish the current transport mode shares for journeys to work by local residents. This is a reasonable proxy for what might be achieved at The Hippodrome.

Mode	Proportion of Users (%)
Underground	52.16%
Driving a Car or Van	21.17%
Bus	13.22%
Foot	4.8%
Bicycle	3.27%
Train	2.46%
Motorcycle	1.17%
Other	1.05%
Passenger in a Car or Van	0.35%
Taxi	0.35%

Table 3.2 Modal Split

- 3.23 The data in Table 3.2 indicates that the majority of residents (68%) within the ward use public transport for their usual mode of travel to work. In addition, a number of residents (8%) use active modes of transport (walking and cycling) for their commute.

## 4.0 Objectives and Benefits

- 4.1 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff and visitors to make informed decisions about their travel to and from the site, which at the same time minimises the adverse impacts of travel on the environment.
- 4.2 The Travel Plan is of particular importance during the festival period, when there will be a significantly higher number of visitors to the site.
- 4.3 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable use of the site that provides travel options for all visitors regardless of whether they own a car.

### Objectives

- 4.4 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
  - ▶ promote accessibility to the site by walking, cycling, public transport and car sharing; and,
  - ▶ increase the awareness of the environmental and social benefits of using alternative modes of transport.
- 4.5 These objectives accord with the aims of National, Regional and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

### Benefits

- 4.6 By meeting the objectives, the Travel Plan will bring about the following benefits:

#### *Staff and Visitor benefits:*

- ▶ Health benefits associated with walking and cycling, including reduced levels of stress;
- ▶ The opportunity to save money by using alternative modes of travel to the car; and,
- ▶ Improved quality and reliability of visitors' journeys to and from the site.

#### *Wider community benefits:*

- ▶ On-going reductions in vehicular generated traffic on the local highway network;
  - ▶ Increasing patronage on existing public transport modes;
  - ▶ Health benefits associated with walking and cycling; and,
  - ▶ A contribution towards overall reduction in travel emissions.
- 4.7 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and visitors with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the Markaz community will fulfil its desire to achieve consistency with national, regional and local planning policy and facilitates accessibility by all available modes of travel to the redeveloped site.

## 5.0 Targets

- 5.1 Targets are the measurable goals by which progress will be assessed. This Travel Plan sets out targets that the applicant will seek to reach within the Travel Plan monitoring period. All targets need to be SMART; that is Specific, Measurable, Achievable, Realistic and Time related.
- 5.2 There are two types of targets, namely: 'Action' and 'Aim' targets. Action targets set out specific commitments to implement measures to ensure delivery. Aim targets provide numerical goals for mode shift.

### Action Targets

- 5.3 The key action targets are set out below. These targets are included within the Action Plan in Section 9:
- ▶ A Travel Plan Co-ordinator (TPC) will continue to work at the site, with the role becoming ever more important;
  - ▶ The first travel plan survey will be undertaken within 6 months of the approval, during both a 'typical' and 'festival period' day / evening; and,
  - ▶ The finalised Travel Plan will be agreed once travel patterns are identified through additional visitor and staff travel surveys.

### Aim Targets

- 5.4 Table 5.1 below outlines the proposed Aim Targets for the site.
- 5.5 The baseline mode split figures for visitors is taken from the travel survey undertaken on the 29<sup>th</sup> March 2019. It is recognised that it is not possible to set out accurate targets far in to the future, even when based on actual mode share data. In the circumstances it should be acknowledged that the targets will change over time as the results of on-going monitoring become available.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 15% decrease in vehicle trips	Modal split monitoring surveys for vehicle use	37%	-7.5%	-15%
Achieve an increase in walking and cycling trips to offset vehicle trips	Modal split monitoring surveys for cycle use	8.6%	+3.75%	+7.5%
Achieve an increase in use of alternative modes to offset reduction in vehicle use. Modes to include: Walking Car share Public transport	Modal Split monitoring surveys for public transport	60%	+3.75%	+7.5%

Table 5.1: Travel Plan Aim Targets

- 5.6 All data to be collected will be in accordance with Local Authority standards, to ensure the Travel Plan is being accurately monitored and that the targets are being met. The survey data will be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed development.

## **6.0 Travel Plan Strategy**

- 6.1 A TPC will be appointed at the site. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.

### **Travel Plan Co-ordinator**

- 6.2 The TPC will be a part-time role whose responsibilities will include:
- ▶ Acting as a point of contact for all staff and visitors;
  - ▶ Managing the development and implementation of the Travel Plan measures;
  - ▶ Promoting the objectives and benefits of the Travel Plan;
  - ▶ Monitoring the success of the Travel Plan against the agreed targets; and,
  - ▶ Reporting the results of the Travel Plan monitoring to Officers at the Council.

### **Marketing**

- 6.3 Staff and visitors will be made aware of the existence of the Travel Plan upon commencement of their employment / membership. The following methods could be used as a means of disseminating information to employees and promote events/campaigns/promotions;
- ▶ Common area notice boards;
  - ▶ Newsletters;
  - ▶ Staff Travel Pack; and/or
  - ▶ E-groups and forums.

## **7.0 Measures and Initiatives**

- 7.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provisions, is the core of the Travel Plan.

### **Promoting Walking**

- 7.2 The following measures are proposed in order to promote walking to and from the site:
- ▶ The TPC will provide staff and visitors with information about available walking routes between the site and nearby public transport facilities, as well as local routes;
  - ▶ The TPC will raise awareness of the health benefits of walking; and,
  - ▶ The Travel Plan Coordinator will encourage participation in relevant schemes promoted in the Borough.

### **Promoting Cycling**

- 7.3 The benefits of cycling as an alternative mode will be promoted to all staff and visitors. The following measures are proposed for the applicant to promote cycling:
- ▶ The TPC will raise awareness of the health benefits of cycling;
  - ▶ 57 cycle parking spaces will be provided on-site, the Hippodrome contains showering and changing facilities at present;
  - ▶ All staff will be provided with a Travel Pack which will include maps of local cycle routes and information;
  - ▶ The Travel Pack information will also be publicised to visitors through the Markaz website;
  - ▶ Noticeboards will be provided on-site for the display of travel information; and,
  - ▶ The TPC will encourage participation in national cycle events such as Bike Week.

### **Promoting Public Transport**

- 7.4 The publicity, marketing, and promotion of the public transport services will inform staff and visitors as to the benefits of travelling by bus and underground. Public transport timetable information and locations of bus stops, underground stations should also be provided in the publicity material. National Rail and Journey Planner websites, smartphone application ("apps") and enquiry phone numbers will also be promoted through all relevant means.

### **Car Sharing**

- 7.5 Car sharing is an effective method of reducing congestion and car parking stress and should therefore be encouraged. The TPC will provide promotional leaflets to staff and visitors advertising local car sharing initiatives such as Liftshare.com and promote it through regular meetings.

- 7.6 This is of particular importance during the festival period.

### **Taxis**

- 7.7 To promote the use of taxis, local taxi operator numbers will be made available within the site. The prevalence of Uber and other similar on demand services is also noted and staff and visitors will be informed of the correct location for pick-up and drop-off.

### Provision of Travel Information

7.8 A number of travel information dissemination measures shall be employed:

- ▶ On-site noticeboard(s) – noticeboard(s) shall be placed in communal users on-site for ease of use;
- ▶ Travel Information Pack (TIP) – a comprehensive document made available for the staff and visitors to have as a reference; and
- ▶ Weekly newsletters - the weekly newsletter that will be a routine form of communication between the Committee Board and visitors, will include travel information, as and when necessary and appropriate.

7.9 The travel information supplied via these means shall include:

- ▶ Details of the on-site facilities: cycle and car parking; showers, drying facilities and lockers.
- ▶ Journey planning tools such as those available on [www.walkit.com](http://www.walkit.com) and [www.tfl.gov.uk](http://www.tfl.gov.uk).
- ▶ The health, financial and environmental benefits of using active and/or sustainable modes of transport.
- ▶ Car sharing and car club facilities such as Liftshare ([www.liftshare.com](http://www.liftshare.com)) and Carplus ([www.carplus.org.uk](http://www.carplus.org.uk)) so as to provide easy access to using such schemes.
- ▶ Key amenities within walking and cycling distance of the development, to encourage linked trips.
- ▶ The location of local cycle parking and cycle routes such as those provided online by Barnet Council through their work to promote cycling (such as cycle safety information, cycle parking information and cycling maps).
- ▶ Organisations that provide the 'Bikeability' cycle training scheme for both adults and children.
- ▶ Information sources for bicycle maintenance advice.
- ▶ Promotion of national awareness events such as 'Walk to School Week', 'Walk to Work Week' and 'National Bike Week'.
- ▶ The contact details of the Travel Plan Coordinator.



## 8.0 Monitoring and Reviewing

8.1 Monitoring of the Travel Plan has two key roles:

- ▶ To provide feedback to allow the Travel Plan to be developed; and,
- ▶ To measure the level of success in meeting identified targets using key performance indicators.

8.2 A Framework for undertaking the monitoring and review is outlined in this section.

### Monitoring Strategy

8.3 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring will be required. The objective of the monitoring process is to regularly assess staff and visitor travel patterns, and identify when / if the plan, or elements of the plan strategy, are not working and may need to be changed.

8.4 The monitoring programme will begin with the initial travel survey, to be undertaken within 6 months of approval. Further surveys up to Year 5 will be carried out to monitor progress towards the interim and final targets.

8.5 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

- ▶ The level of usage of cycle stands in the immediate surrounding area, as well as on-site;
- ▶ Demand for additional cycle parking facilities; and,
- ▶ Comments received from staff and visitors relating to the operation and implications of the Travel Plan.

### Reporting

8.6 An annual Travel Plan review will be undertaken for a period of 5 years from the initial baseline surveys, by the TPC, to assess the progress of the Plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at the Council.

## 9.0 Action Plan

9.1 The Action Plan outlined in Table 9.1 sets out the measures included within the Travel Plan that are directed at influencing travel patterns.

9.2 The Action Plan will be updated by the TPC when required.

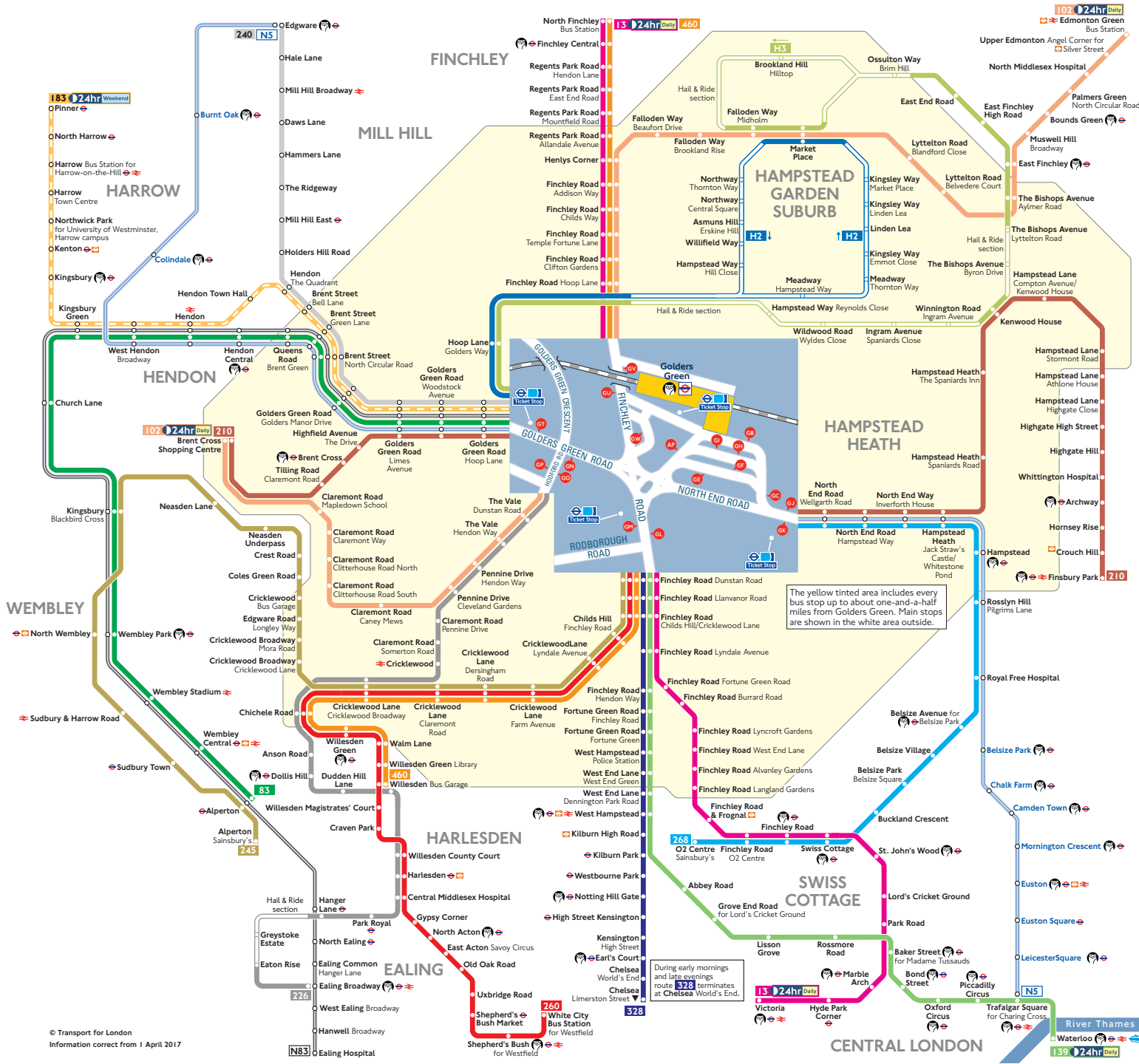
Measure	Status/Target Date	Method of Monitoring	Responsibility
<b>General</b>			
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to occupation of the development	N/A	Markaz
<b>Walking</b>			
Provision of information relating to walking routes in the area	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Provide promotional literature outlining the benefits of walking	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Identify and promote walking awareness initiatives	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
<b>Cycling</b>			
Provision of cycle route maps, local training and information	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Provision of cycle stands	Within six months of approval	Spot checks as part of maintenance rounds	Markaz
Promote national cycle initiatives	Annually	TPC to monitor uptake	TPC
Establish and promote bicycle user group	On-going through travel packs and website/newsletters/noticeboards	TPC to monitor uptake	TPC
<b>Public Transport</b>			
Provide sustainable travel information with timetable and bus stop information for staff and visitors	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
<b>Taxi</b>			
Provide details of local taxi services	On-going	TPC to ensure details are kept up to date	TPC
<b>Vehicles</b>			
Promote car sharing	On-going	TPC to monitor travel patterns	TPC

Table 9.1: Travel Plan Action Plan

## Appendix A

TfL Spider Map

Buses from Golders Green



Route finder

Bus route	Towards	Bus stops
13 24hr Daily	North Finchley	GM GU
83	Victoria	GL GV
102 24hr Daily	Alperton	GN GN
	Brent Cross Shopping Centre	GO GV
	Edmonton Green	GH GU
139 24hr Daily	Waterloo	GP GL
183 24hr Weekend	Pinner	QH QH
210	Brent Cross Shopping Centre	OK OV
	Finsbury Park	OT OT
226	Ealing Broadway	GB GO
240	Edgeware	OK OV
245	Alperton	GB GL
260	White City	GP GL
268	Finchley Road O2 Centre	OT
328	Chelsea	GC GL
460	North Finchley	GM GV
	Willesden Bus Garage	OK OV
H2	Hampstead Garden Suburb	GN GW
H3	Hill Top	GN GW

Night buses

Bus route	Towards	Bus stops
N5	Edgeware	OK GN
	Trafalgar Square	GU GT
N83	Ealing Hospital	OK OV

Other buses

Bus route	Towards	Bus stops
63 I School journey	Henrietta Barnett School	GW


Coaches

Coach route	Bus stops
All coaches	GE

Key

- 13 Day buses in black
- N5 Night buses in blue
- Connections with London Underground
- Connections with London Underground
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights
- Mondays to Saturdays daytime only
- Route 102 is a 24-hour service between Golders Green and Edmonton Green
- Not served early mornings or late evenings

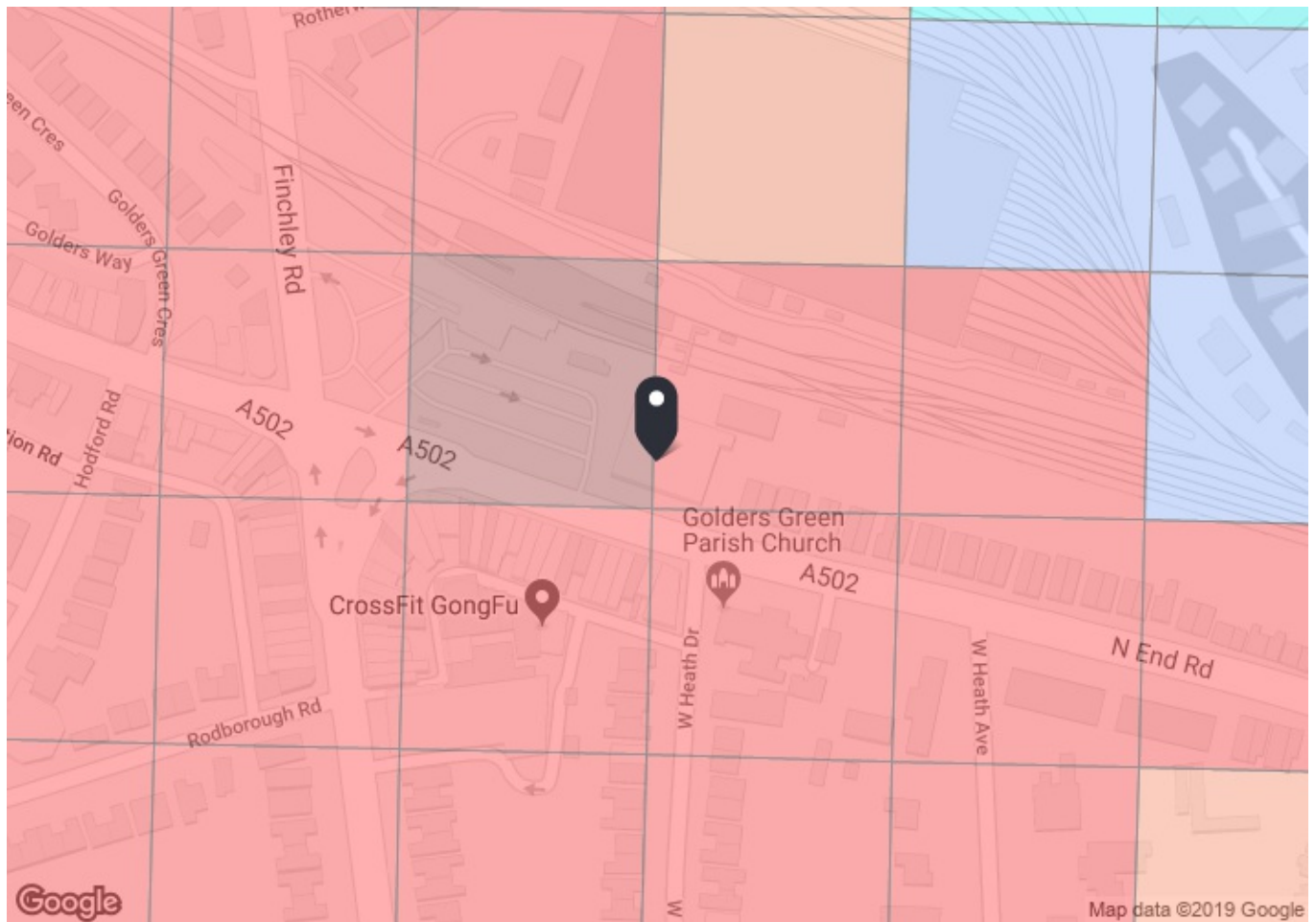
Ways to pay



Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

## **Appendix B**

TfL WebCAT PTAL Output



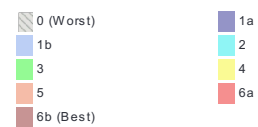
**PTAL output for Base Year  
6a**

The Hippodrome, N End Rd, London NW11 7RP, UK  
Easting: 525299, Northing: 187413

Grid Cell: 117586

Report generated: 13/03/2019

**Map key - PTAL**



**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	GOLDERS GREEN STATION	H2	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	102	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	183	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	13	186.31	8	2.33	5.75	8.08	3.71	0.5	1.86
Bus	GOLDERS GREEN STATION	83	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	226	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	240	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	245	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	328	186.31	9	2.33	5.33	7.66	3.92	0.5	1.96
Bus	GOLDERS GREEN STATION	260	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GRN POST OFFICE	460	298.95	5	3.74	8	11.74	2.56	0.5	1.28
Bus	GOLDERS GRN POST OFFICE	82	298.95	8.75	3.74	5.43	9.17	3.27	0.5	1.64
Bus	GOLDERS GREEN NTH END RD	210	127.2	7.5	1.59	6	7.59	3.95	1	3.95
Bus	GOLDERS GREEN NTH END RD	268	127.2	5	1.59	8	9.59	3.13	0.5	1.56
LUL	Golders Green	'Edgware-Morden'	177.39	9	2.22	4.08	6.3	4.76	0.5	2.38
LUL	Golders Green	'Morden-Edgware'	177.39	4.67	2.22	7.17	9.39	3.19	0.5	1.6
LUL	Golders Green	'Kennington-Edgware'	177.39	14.67	2.22	2.79	5.01	5.99	1	5.99
Total Grid Cell AI:										35.23