



**ttp consulting**  
transport planning specialists

**Harkalm Developments Limited**

**5 Bulwer Road, Barnet**

**Travel Plan**

**March 2024**

TTP Consulting Ltd  
111-113 Great Portland Street  
London W1W 6QQ  
[REDACTED]

[www.ttp-consulting.co.uk](http://www.ttp-consulting.co.uk)

Registered in England: 09931399

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## Appendices

Appendix A - TfL Bus Spider Map

# 1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by TTP Consulting on behalf of Harkalm Developments Limited for Constable House, 5 Bulwer Road, New Barnet in the London Borough of Barnet. A site location plan is provided at Figure 1.1.

Figure 1.1: Site Location Plan



- 1.2 The site contains a three-storey brick building with basement, a smaller single storey building and car parking area. The site is currently in office use (formerly Use Class B1, now Class E) following change of use from a telephone exchange in 1992.
- 1.3 To enable the building to appeal to the range of tenants that could use it under Class E use, a section 73 application is being made to vary the condition relating to use of the parking area solely for parking and vehicle turning to enable flexible use of part of the car park. This could result in parking on site reducing to 9 spaces.

## Travel Plan Aim

- 1.4 This Travel Plan is an outline document that can be developed and implemented by the future occupier of the building to encourage and facilitate travel to/from the site by sustainable modes of transport. The Travel Plan aim is to enable staff and visitors to make more informed decisions about their travel which helps to minimise impacts on the local environment. The Travel Plan aims to raise awareness of the benefits of sustainable travel, particularly public transport and active modes including walking and cycling.

## Policy

### National Planning Policy Framework

- 1.5 The National Planning Policy Framework was most recently updated in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied. When considering the transport effects of a development, the NPPF states at Paragraph 117 that;

*"all developments that will generate significant amounts of movement should be required to provide a travel plan."*

- 1.6 The NPPF defines 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."*

### London Plan

- 1.7 The March 2021 London Plan sets out the framework for the development of London over a period of 20-25 years. With regards to Travel Plans the London Plan states that:

*"The use of travel plans can help reduce emissions by promoting alternatives to the car."*

### Barnet Local Plan (Core Strategy)

- 1.8 The Local Plan was adopted in September 2012 to replace the Unitary Development Plan. The Local Plan defines a Travel Plan as:

*"A general term for a package of measures aimed at promoting greener, cleaner travel choices" with a specific emphasis on reducing single-occupancy car journeys."*

## Travel Plan Benefits

- 1.9 There are considerable benefits that can be brought about by implementing a Travel Plan including:

Improved access to essential services and jobs;

Improved travel choice; and

Opportunities for healthier lifestyles.

### Travel Plan Coordinator

- 1.10 A Travel Plan Coordinator (TPC) will be responsible for implementing the measures and initiatives in the report to encourage staff and visitors to travel by sustainable modes of transport

such as car share, walking, cycling and public transport instead of single occupancy car use. The Travel Plan Coordinator's details will be added to the Travel Plan once appointed.

1.11 The primary responsibilities of this role include:

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 targets;

Acting as a point of contact for all staff and visitors regarding travel and the Travel Plan;

Updating the Travel Plan document; and

To propose changes if the Aim Targets are not met.

### Scope of the Report

1.12 The remainder of this Travel Plan is structured as follows:

Section 2 - Describes the existing situation including site accessibility and likely travel patterns;

Section 3 - Presents the Travel Plan objectives;

Section 4 - Sets out how the Travel Plan will be managed;

Section 5 - Identifies the measures to encourage sustainable travel;

Section 6 - Details the targets and monitoring; and

Section 7 - Provides the Action Plan.

## 2 EXISTING SITUATION

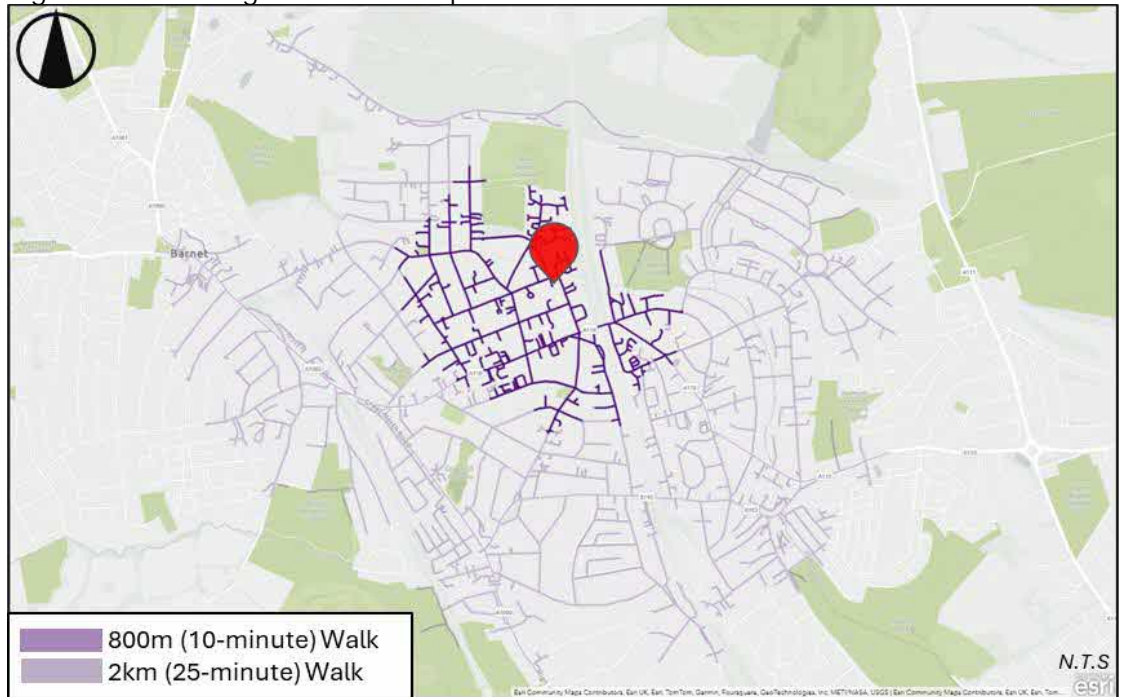
### Site and Surrounding Area

- 2.1 The site contains a three-storey brick-built building with a basement, a small single storey building and car parking area. The total floor area of both buildings is 850sqm, 800sqm in the main building and 50sqm in the smaller building. To the side of the main building is a surface level car parking area that provides parking for approximately 18 cars, accessible via a gated access and vehicle crossover from the southern side of Bulwer Road.
- 2.2 The site is bound by residential dwellings to the east, south and west with the immediate and surrounding area comprising mostly residential dwellings. New Barnet train station is located 480m (a 5 minute walk) to the south whilst bus stops are located approximately 200-250m (a 3 minute walk) to the south west on Plantagenet Road. Nearby green spaces include Barnet Woods to the north and King George's Fields to the west. New Barnet Town Centre and associated amenities are found on East Barnet Road via a 6 minute walk to the south east.

### Access on Foot

- 2.3 Like much of London, the site benefits from being within a short walking distance of public transport services and local facilities. Roughly half of all walking trips in London are part of longer public transport journeys, for example, walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25 minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.4 Footways are provided on both side of Bulwer Road and other roads in the vicinity. These provide convenient access through the local area to destinations including the town centre and train station. Figure 2.1 shows an 800m (10 minute) and 2km (25 minute) walk distance around the site. The map shows that the area is highly permeable and that open areas including the Tudor Sports Ground and Victoria Recreation Ground are easily accessible on foot.

Figure 2.1 Walking Isochrone Map



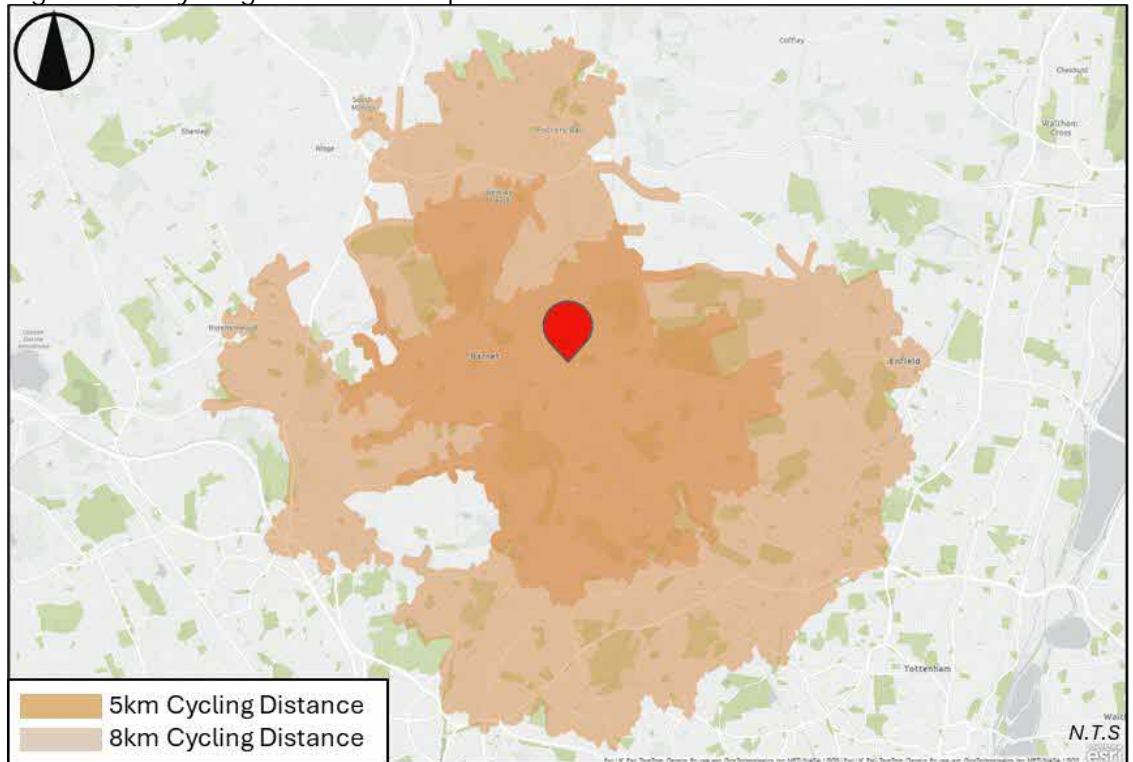
2.5 Table 2.1 shows distances between the site and public transport stops and local amenities. This demonstrates that there are a number of public transport services accessible within a short walking distance of the site as well as a range of amenities.

Table 2.1: Approximate Distances to Local Public Transport Stops			
Amenity	Location	Distance	Approximate Walking Time*
<b>Public Transport Stops</b>			
Bus Stops 'Bulwer Road Stops F & G'	Plantagenet Road	200-250m	3-minutes
Bus Stop 'Clifford Road'	Potters Road	320m	4-minutes
Bus Stops 'New Barnet Station Station Road Stops D & E'	Station Road	480-560m	6-7-minutes
Bus Stop 'New Barnet Station Stop Z1'	Station Approach	480m	6-minutes
New Barnet Train Station	York Road	480m	6-minutes
<b>Amenities</b>			
Cromer Road Primary School	Cromer Road	160m	2-minutes
Wings Chinese Restaurant	Potters Road	160m	2-minutes
Shayan Restaurant	Station Road	320m	4-minutes
Pure Gym New Barnet	East Barnet Road	480m	6-minutes
The Railway Bell Wetherspoons	East Barnet Road	480m	6-minutes
Sainsbury's	East Barnet Road	640m	8-minutes
St Margaret's Nursery School	Margaret Road	800m	10-minutes
Gloucester Road Surgery	Gloucester Road	960m	12-minutes
New Barnet Leisure Centre	Lawton Road	1.1km	14-minutes
*Based on 80m per minute			

## Access by Bicycle

- 2.6 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. Figure 2.2 shows a 5km and 8km cycling distance from the site. The map shows that areas including Borehamwood, Potters Bar and Enfield are accessible within an 8km cycle.

Figure 2.2: Cycling Isochrone Map



## Public Transport Accessibility

### By Bus

- 2.7 The closest bus stops 'Bulwer Road Stops F & G' are located circa 200-250m (3-minute walk) south west of the site on Plantagenet Road providing access to bus routes 184, 383 and 626. A summary of local services is provided at Table 2.2, whilst a copy of the relevant TfL bus spider map is contained at Appendix A.



Bus Stop	Route		Frequency every 'x' minutes		
	No.	Destination	Mon-Fri	Sat	Sun
Bulwer Road Stops F&G	184	Turnpike Lane Bus Station – Chesterfield Road	8-12	9-12	10-14
	383	Finchley Memorial Hospital – The Spires	30	30	/
	626	Dame Alice Owen's School – Finchley Central	School Service Mon-Fri only		
New Barnet Station/Station Road Stop D&E	307	Brimsdown Station – Barnet Hospital	8-12	9-13	20
	107	New Barnet Station – Edgware Station	10-14	14-14	14-14
	326	Brent Cross Shopping Centre – The Spires	8-12	11-12	14-14
	384	Cockfosters Station – Edgware Station	20	20	30

## Train

- 2.8 New Barnet Station is located 480m (6 minute walk) to the south of the site. The station provides access to Great Northern and Thameslink services with regular departures to destinations including Moorgate, Welwyn Garden City and Sevenoaks.

## Public Transport Accessibility Level

- 2.9 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best) with 6b demonstrating high levels of accessibility.
- 2.10 The site has a PTAL of 3, which indicates the site has moderate levels of public transport accessibility. A copy of Transport for London's PTAL report is provided at Appendix B.

## Local Highway Network

- 2.11 Bulwer Road passes the site in an east/west alignment. To the east of the site, between Lytton Road and Shaftesbury Avenue, the road is two way, whilst to the west, the road is one way in a westbound direction towards Potters Road. The road is subject to a 20mph speed limit and is generally free from parking restrictions.

## Baseline Travel Patterns

2.12 The choice of travel mode used by staff and visitors will be influenced by a number of factors including journey distance, weather conditions, quality and safety of the route, access to a car and availability of parking at the end of the journey, along with the opportunities to travel by sustainable modes.

2.13 Table 2.3 provides the assumed baseline mode share for staff and visitor trips, based on the 2011 Census data for the workplace population for the middle layer super output area (Barnet 002) in which the site is located. This has been used rather than 2021 data as COVID 19 restrictions mean that travel patterns may not be representative of usual conditions.

Table 2.3: Method of Travel to Work (Barnet 002)		
Mode	Number	Percentage
Underground / Overground	121	9%
Rail	72	5%
Bus	195	14%
Taxi	15	1%
Motorcycle	11	1%
Car Driver	804	58%
Car Passenger	40	3%
Bicycle	12	1%
Walking	113	8%
Total	1,383	100%

2.14 The table shows that 61% of the workplace population travel to work as either a driver or passenger of a car with 28% using public transport and a further 9% walking or cycling.

2.15 The modal split presented above will be used to set the interim targets for mode shift, outlined in Section 3. However, to establish the actual baseline modal split for travel to the site a travel survey should be undertaken within the first 6 months of occupation by a new tenant to provide accurate information on how users travel to the site. Targets can be reviewed and revised as appropriate once baseline surveys have been assessed.

### 3 OBJECTIVES & TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured.

3.2 The Travel Plan's over-riding objective is:

To engage with and encourage staff and visitors to use the most sustainable way of travelling to and from the site through more effective promotion of sustainable travel modes. This will minimise the impact of the operation of the site on the surrounding highway and public transport network.

3.3 The sub-objectives are:

Sub-objective 1: To increase staff and visitor awareness of the advantages and availability of sustainable / active modes of transport and car-share;

Sub-objective 2: To promote the health and fitness benefits of active travel to all users;

Sub-objective 3: To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and therefore,

Sub-objective 4: To reduce unnecessary single occupancy car use for the journey to and from the site by staff and visitors.

#### Targets

3.4 Targets are measurable goals by which the progress of the Travel Plan can be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan relate to the degree of modal shift the plan is seeking to achieve.

#### Action Targets

3.6 The key targets are set out below:

A Travel Plan Coordinator should be appointed within one month of a new tenant moving into the site;

TPC to implement measures to encourage sustainable travel by staff and visitors;

TPC to provide updated information on travel options should changes arise.

## Aim Targets

- 3.7 The Interim Aim Target is set out for staff and visitors to the site in Table 3.1 below. The target is set to measure progress towards the main objectives over 5 years. The baseline figure is taken from the Census data as detailed in Table 2.3 and will be reviewed and revised once baseline travel surveys have been undertaken. Targets should be expanded at that time to identify which Travel modes should increase so as to achieve a reduction in single occupancy car trips.

Table 3.1: Travel Plan Aim Targets				
Target	Mode Split (Method of Travel to Work)			
	Indicator	Baseline (Year 1)	Interim (Year 3)	Final (Year 5)
Reduce car driver trips by 15 percentage points	58%	53%	48%	43%

## 4 TRAVEL PLAN MANAGEMENT

### Travel Plan Co-ordinator

- 4.1 The TPC should be appointed at least one month prior to occupation of the site by a new tenant. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.
- 4.2 The duties of the Travel Plan Co-ordinator will include the following:
- To take responsibility for data collection and review of the Travel Plan;
  - To oversee the development and implementation of the Travel Plan;
  - To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
  - To act as a point of contact for staff and visitors requiring information;
  - To ensure the travel information is up to date; and
  - To make changes if the targets are not being achieved.
- 4.3 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

## 5 MEASURES

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help to achieve the indicative targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision are the core of the Travel Plan.
- 5.2 The Travel Plan Coordinator will seek to reduce single occupancy car use, whilst promoting car sharing and encouraging walking, cycling and the use of public transport.
- 5.3 The measures outlined below are considered suitable for the site; however, the list is not exhaustive, and the Travel Plan Coordinator is encouraged to investigate suitable initiatives.

### Measures to Encourage Walking

- 5.4 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage staff and visitors to walk whenever possible highlighting the environmental, economic and health benefits linked with active travel modes. Staff and visitors will also be provided with information and advice concerning suitable routes.
- 5.5 The Travel Plan Coordinator will ensure staff and visitors are aware of 'walking' initiatives including:

Walking Works – A programme tailored to provide advice on a range of walking initiatives and costs;

Promotion of health benefits of walking to be promoted e.g., [NHS Walking for health](#);

The promotion of organisations such as the [Ramblers Association](#) which provides information on walking routes, local walking groups and the benefits of walking; and

Participation in events such as walk to work day.

### Measures to Encourage Cycling

- 5.6 Cycling is generally accepted as a mode of transport to replace car journeys up to 8km in length or replace short public transport journeys. It is also free (excluding the purchase and maintenance of the bicycle) and would form part of a person's daily exercise. Staff and visitors will be provided with information and advice concerning cycle routes in the local area and the TPC will ensure staff and visitors are aware of cycling initiatives set up by Barnet Council and other organisations, including:

[Bike Week](#): the biggest nationwide cycling event in the UK which will take place from the 10<sup>th</sup> – 16<sup>th</sup> June 2024;

The [Bike 2 Work Scheme](#) enables employees to be able to obtain a voucher to purchase a bicycle / cycle equipment for a reduced amount. The Travel Plan Coordinator will ensure staff and visitors are aware of this scheme to ensure they can take advantage or discuss this with their employers; and

Promote the Council's [free cycling training](#) for those who live, work or study in Barnet.

- 5.7 The TPC will review cycle parking, storage and changing facilities for staff and consider potential improvements if necessary.

## Measures to Encourage Public Transport Use

- 5.8 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8km). To encourage use of public transport, the TPC could implement the following measures:

Up-to-date details of bus and rail services, including route information and service frequencies, will be made available to staff and visitors;

National Rail and Trainline related applications will be promoted through all relevant means.

## Car Sharing

- 5.9 The TPC will investigate the best methods for implementing a car share scheme at the site. Dependent upon the different travel patterns and needs of staff and visitors, a number of methods will be assessed:

A car share database could be set up. This can be done online through [www.liftshare.com](http://www.liftshare.com) (or similar organisations), where membership is free. These organisations provide web-based car share schemes for private groups, or they can be open to the general public. If implemented, measures should be taken to encourage membership and promote the scheme by the TPC;

The TPC can design and operate a car share database/spreadsheet; and

An informal matching system can take place through word of mouth and social interaction with car share events organised for all staff and visitors interested in car sharing.



## 6 MONITORING AND REVIEW

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 The monitoring programme begins once the Travel Plan has been launched and continues for a period of 5 years. Further travel surveys will take place on the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> anniversary of the implementation of the Travel Plan to monitor progress towards the interim and final targets.
- 6.3 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a constant basis:
- The level of usage of any cycle parking;
  - Demand for additional storage/changing facilities; and
  - Comments received from staff and visitors relating to the operation and implications of the Travel Plan.
- 6.4 A Travel Plan Review will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The review will consider feedback gathered throughout the year and updated travel surveys gathered during years 1, 3 and 5. The Travel Plan will be updated as necessary following each review to include progress towards targets and revisions needed to help achieve targets.

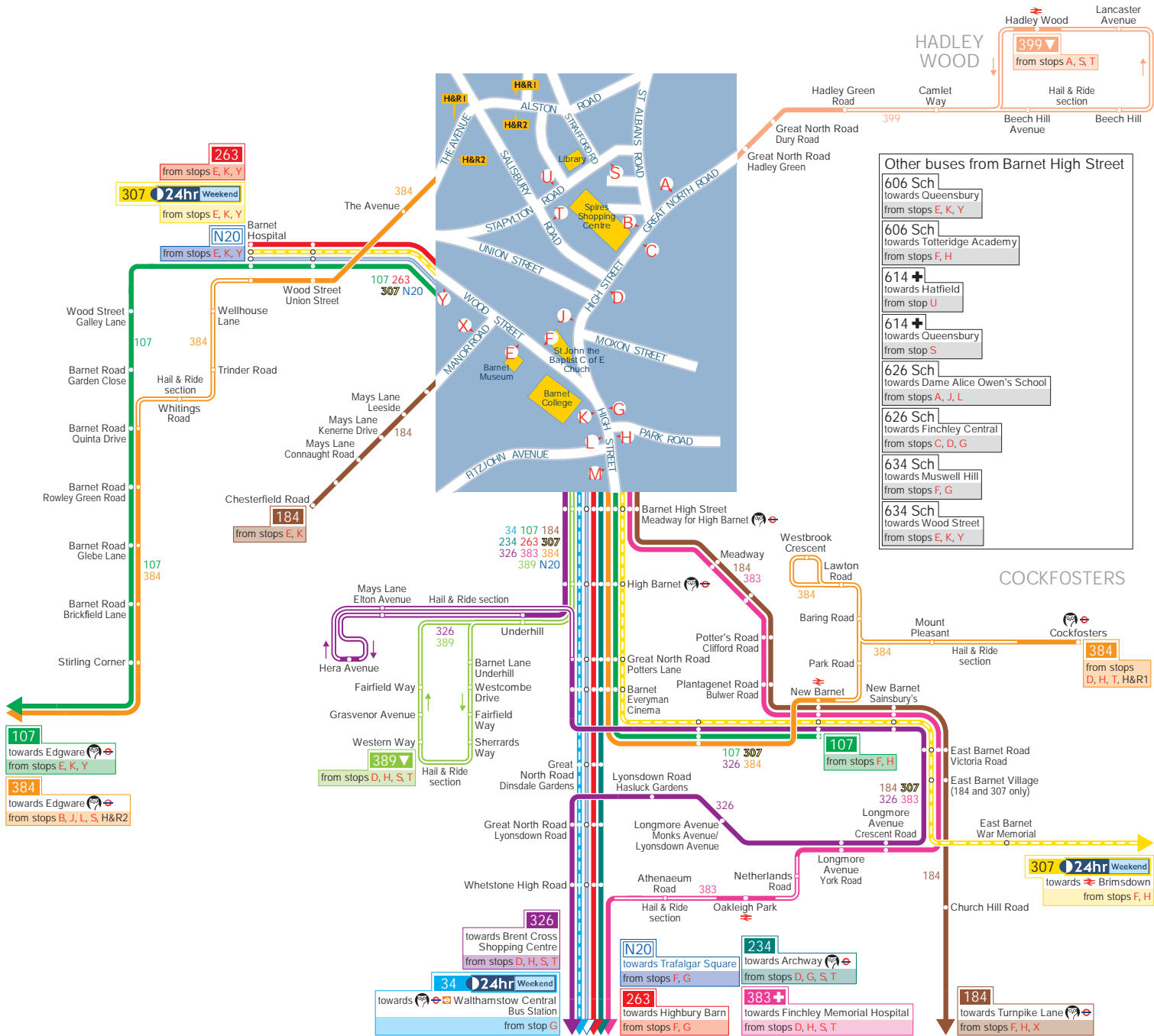
## 7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in Table 7.1.

Table 7.1: Travel Plan Action Plan		
Action	Target	Responsibility
Production of Travel Plan	Completed Travel Plan	Site Owner
Appointment of Travel Plan Coordinator	One month prior to occupation by a new tenant	Tenant
Launch of Travel Plan	Within six months of first occupation by a new tenant	TPC
Provision of Travel Information	Ongoing	TPC
Travel Surveys	Travel surveys will take place within 6 months of occupation.	TPC
Ongoing Monitoring	Gather feedback from staff and visitors	TPC
Monitoring Surveys	1, 3 and 5 years after launch	TPC

# Appendix A

# Buses from Barnet High Street



**Other buses from Barnet High Street**

606 Sch	towards Queensbury	from stops E, K, Y
606 Sch	towards Totteridge Academy	from stops F, H
614 +	towards Hatfield	from stop U
614 +	towards Queensbury	from stop S
626 Sch	towards Dame Alice Owen's School	from stops A, J, L
626 Sch	towards Finchley Central	from stops C, D, G
634 Sch	towards Muswell Hill	from stops F, G
634 Sch	towards Wood Street	from stops E, K, Y

## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



## Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Operates daily with 24-hour service Friday and Saturday nights
	Tube station with 24-hour service Friday and Saturday nights
	Mondays to Saturdays except late evenings
	Mondays to Saturdays shopping hours only
	School journey
	Route 384 operates as Hall & Ride on the sections of roads marked <b>H&amp;R1</b> and <b>H&amp;R2</b> on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

## Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit [tfl.gov.uk/oyster](https://tfl.gov.uk/oyster). Alternatively, find your nearest Oyster Ticket Stop at [tfl.gov.uk/ticketstopfinder](https://tfl.gov.uk/ticketstopfinder) or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

## Appendix B

WebCAT PTAL Report

Site Details

Grid Cell: 154345

Easting: 526245

Northing: 196352

Report Date: 20/03/2024

Scenario: Base Year

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

Address or co-ordinates  
 5 Bulwer Road, New Barnet, Barne' x Go

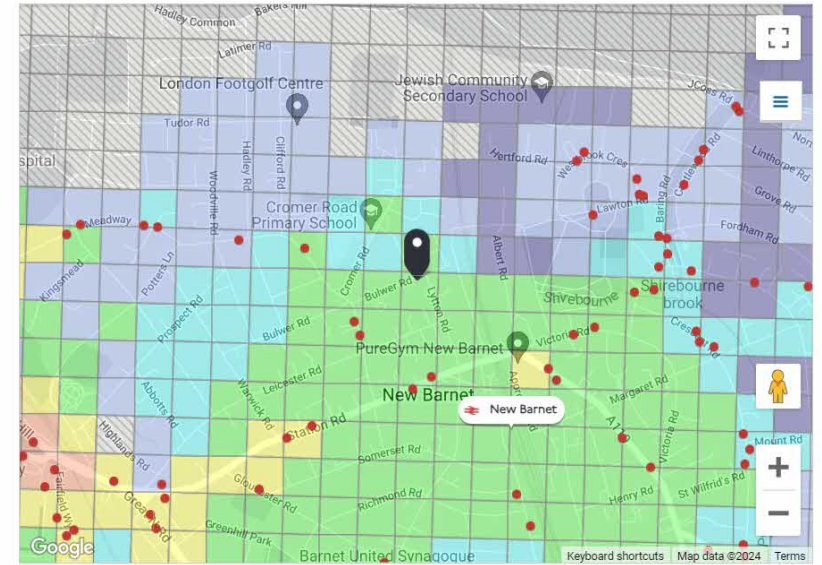
Access level (PTAL) Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

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

Map layers  
 PTAL (cell size: 100m)



Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)
Bus	NEW BARNET STATION ROAD	307	370.55	6	4.63	7	11.63
Bus	NEW BARNET STATION ROAD	107	370.55	4	4.63	9.5	14.13
Bus	NEW BARNET STATION ROAD	326	370.55	5	4.63	8	12.63
Bus	PLANTAGENET ROAD	383	322.7	2	4.03	17	21.03
Bus	PLANTAGENET ROAD	184	322.7	7	4.03	6.29	10.32
Bus	NEW BARNET STATION	384	457.61	4	5.72	9.5	15.22
Rail	New Barnet	' LTCE-KNGX 2R07	' 491.31	0.67	6.14	45.53	51.67
Rail	New Barnet	' WLWYNGC-KNGX 2Y04	' 491.31	0.33	6.14	91.66	97.8
Rail	New Barnet	' WLWYNGC-KNGX 2Y13	' 491.31	0.67	6.14	45.53	51.67
Rail	New Barnet	' WLWYNGC-MRGT 2K03	' 491.31	2.67	6.14	11.99	18.13