

RESIDENTIAL TRAVEL PLAN

# Citystyle Fairview VQ LLP

Victoria Quarter, Albert Road, New Barnet

June 2021

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Residential Travel Plan

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# 1 Introduction

- 1.1 Citystyle Fairview VQ LLP has commissioned Vectos to provide transport consultancy services for development proposals at Victoria Quarter, Albert Road, New Barnet.
- 1.2 The site has been subject to a total of four planning applications in recent years, further details of these applications are provided below:
- B/04834/14: The first application was made to secure consent for 305 residential units, 674sqm mixed use commercial space, new public open space, new public open space, removal of elevated footbridge and provision of basement car parking. The application was approved following legal agreement in May 2015.
  - 16/7601/FUL: The second application was made to cover an additional piece of land to the front of the site as well as part of the existing site. The proposal sought to provide an additional 104 units, however in reality the application delivered a new increase of 52 units above the previous application. This application is subject to resolution only, with the Section 106 to be completed soon.
  - 17/5522/FUL: The third application focussed on the former Salvation Army building to the front of the site. It was proposed that the number of units in this part of the site should be increased to 39 units, from the 25 units detailed in the previous application, resulting in a net increase of 14 units. This application is subject to resolution only, with the Section 106 to be completed soon.
  - 20/1719/FUL: The fourth application was to redevelop the full site in order to provide a total of 625 residential units across 14 buildings, with 327.6sqm of retail/commercial space and 111.3sqm of community space. The proposals also included new public realm, with communal landscaped amenity areas, alterations and additions to the existing highways arrangements plus the removal of the existing elevated footbridge and creation of new pedestrian routes. The proposals also included for 392 parking spaces (including car club and accessible provision), secure cycle parking, servicing and other associated development. This application was refused in December 2020.
- 1.3 The current proposals are to provide a total of 544 residential dwellings. This application presents a reduction of circa 81 homes above the quantum in the previous planning application.
- 1.4 The scheme will also include the provision of commercial units, community space, car parking, cycle parking and landscaping.

## This Document

- 1.5 Vectos has prepared a stand-alone Transport Assessment report that provides details of the infrastructure that will be implemented with the development proposals. Readers are advised to refer to that document for further information.

- 1.6 This document provides a Residential Travel Plan (RTP) for the proposed development and sets out the overarching principles to be adopted to promote sustainable travel, particularly active travel including walking and cycling, to/from the site.
- 1.7 This RTP is structured as follows:
- **Section 2: Existing Site Context** – This provides information on the site location and accessibility by non-car modes.
  - **Section 3: RTP Strategic Goals** – This section outlines the aims, objectives and targets of the travel plan.
  - **Section 4: RTP Management** – Outlines the management strategy for the RTP.
  - **Section 5: RTP Measures** – Sets out the measures that will be provided at the site.
  - **Section 6: Monitoring & Review Strategy** – Describes how the RTP will be monitored, reviewed and evaluated.
  - **Section 7: Action Plan** – Assigns roles and responsibilities to organisations and individuals.

## 2 Existing Conditions

2.1 This section of the report examines the site's existing accessibility, specifically focussing on sustainable transport modes. The site location is shown at **Figures 1 and 2** for reference.

### Site Location

2.2 The site is located to the north of Albert Road, New Barnet. It abuts the northern end of the town centre and is accessed via Albert Road. The eastern section of Albert Road is wide enough to accommodate two-way vehicular movement whilst the western section is narrow and is one-way southbound onto East Barnet Road.

2.3 The eastern section of Albert Road forms a priority junction with Victoria Road whilst the western section of Albert Road joins East Barnet Road just to the west of the mini roundabout.

2.4 Victoria Road also connects with East Barnet Road at the mini roundabout.

### Walking and Cycling

2.5 The area in the vicinity of the site is moderately flat with a site incline on East Barnet Road as it approaches the Station Road / Victoria Road / East Barnet Road roundabout. There is also an ascent on Station Road travelling westbound and travelling eastbound on Victoria Road the road inclines.

2.6 Footways are provided along the existing sections of Albert Road, which are in relatively poor condition. The sections of footway are varied in width, but mostly circa 2m wide. The western footway of Albert Road (west) however is noticeably narrow (circa 1m wide). The combination of limited footway width, one direction of vehicle traffic and relatively low traffic flows can result in pedestrians choosing to walk on the carriageway rather than the footway.

2.7 There are wide footways along East Barnet Road between Albert Road and the main shopping area.

2.8 It is noted that some lengths of the footway have had repair works undertaken and therefore the surface is not consistent in terms of finish or materials used.

2.9 It is noted that as the site is currently under construction, there is hoarding up which also detracts from the pedestrian environment.

2.10 Dedicated cycle routes are not available in the immediate vicinity of the site, however there are a number of parks which offer off-road cycle routes in the surrounding area. Additionally, National Cycle Network Route 12 is positioned due north of the site and offers a route towards Hatfield to the north and Enfield to the east. These route sections connect with others in the wider area and allow for long distance cycle journeys to be made.

### Public Transport

2.11 The site has a public transport accessibility level of 3 ('moderate') according to TfL, at its southern end. The site is supported by access to local bus and rail services.

**Bus**

2.12 The site benefits from access to a number of bus services. The closest bus stops are located on East Barnet Road (A110), 100m walking distance to the eastbound stop and 140m to the westbound stop. In addition, New Barnet Station / Station Road bus stops are located approximately 300m to the west of the site. A summary of bus services within the vicinity of the site is provided below in **Table 2.1**.

**Table 2.1: Bus Service Frequency**

Service	Towards	Weekday AM Peak (8am-9am)	Weekday PM Peak (5pm-6pm)	Saturday (1pm-2pm)
107	New Barnet Station	4	4	4
	Edgware Station	4	4	4
184	Chesterfield Road	7-11	7-11	8-12
	Turnpike Lane Station	7-10	7-10	7-10
307	Barnet Hospital	8-11	8-11	9-12
	Brimmsdown Station	9-12	9-12	9-12
326	Brent Cross Shopping Centre	9-12	9-12	11-12
	The Spires	9-12	9-12	11-12
383	Finchley Memorial Hospital	30	30	30
	The Spires	30	30	30
384	Cockfosters Station	20	20	20
	Edgware Station	20	20	20

2.13 There is a reasonably high level of bus services available, with one bus available at least every 12 minutes on the majority of routes which serve the site.

## Rail

- 2.14 The nearest national rail station to the site is New Barnet Railway Station. The station is located 270m walking distance from the site frontage (if using the Nirvana Close footpath), otherwise it is a 300m walk away if using Approach Road.
- 2.15 The station is served by both Great Northern and Thameslink services, which provide frequent connections towards destinations such as Welwyn Garden City and Moorgate. The frequencies of the train services are provided below in **Table 2.2**.

**Table 2.2: Frequency of National Rail Services from New Barnet Station**

Destination	Weekday AM Peak (8am-9am)	Weekday PM Peak (5pm-6pm)	Saturday (1pm-2pm)
Welwyn Garden City	4	4	2
Moorgate	4	4	2

- 2.16 **Table 2.2** shows that there are four services towards Central London in the weekday peak hours and four services out to Welwyn Garden City (which also stop at Potters Bar and Hatfield (location of University of Hertfordshire)).

## London Underground

- 2.17 The nearest London Underground stations are High Barnet (1.7km walk to the west) and Cockfosters (2.0km walk to the east). High Barnet is a terminus on the Northern Line, while Cockfosters is a terminus of the Piccadilly Line. Both stations can be reached using public bus services.
- 2.18 The frequencies of both London Underground lines from these stations are summarised in **Table 2.3**.

**Table 2.3: Frequency of London Underground Services**

Line	Destination	Weekday AM Peak (8am-9am)	Weekday PM Peak (5pm-6pm)	Saturday (1pm-2pm)
Northern Line	Morden	10	9	10
	Kennington	8	7	10
Piccadilly Line	Heathrow Terminal 5	6	2	6
	Hatton Cross	4	6	6
	Northfields	2	0	0
	Rayners Lane	2	3	3
	Uxbridge	4	6	3

2.19 **Table 2.3** shows that the Northern Line provides 16-18 services per hour into Central London, while the Piccadilly Line provides 17-18 services per hour towards Central London.

**Car Clubs**

2.20 Car clubs are membership schemes that offers people the use of a car on a pay-as-you-go basis. The schemes save the additional costs and inconvenience of residents owning or using their own car and means that residents have easy access to a car for those occasional journeys.

2.21 The nearest Enterprise Car Club location is located on High Road, North Finchley (2.5km away as the crow flies) and provides access to one car and two transit vans. While the nearest Zipcar location is at High Road, Totteridge & Whetstone, which is located circa 4.2km away (as the crow flies) and provides access to one car.

**Summary**

2.22 This site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations and transport interchanges including Cockfosters and High Barnet Underground Stations. The PTAL assessment of the site has identified an accessibility rating 2-3 which is classed as moderate/poor.

### 3 RTP Strategic Goals

3.1 This section outlines the transport aims and objectives for the proposed development and outlines targets to be achieved in the years following occupation.

#### Aims & Objectives

3.2 The Applicant is committed to reducing the proportion of motorised journeys as a percentage of all trips and encouraging alternative means of travel leading to less environmental impact in accordance with the National Planning Policy Framework and local policies.

3.3 The RTP's overriding objective is:

*Put in place the management tools deemed necessary so that residents of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment, surrounding highway network and local residents.*

3.4 The sub-objectives of the RTP are:

- To reduce single occupancy car use by residents;
- To increase the number of residents walking;
- To increase the number of residents travelling by bus;
- To increase the number of residents travelling by rail;
- To increase the number of residents travelling by cycle;
- To inform all residents of the RTP and to encourage alternative ways to travel;
- To improve the choice of mode available to residents; and
- To help reduce road congestion.

3.5 These objectives will be achieved by introducing a package of physical and management measures that will facilitate travel by sustainable modes. The Applicant will find the measures detailed in this document.

3.6 The aims of the RTP is as follows:

- To provide residents with convenient, safe and viable alternatives to the car in order to access the development.
- To monitor regularly the means of travel used by residents and seek to encourage transfer to the most sustainable modes. This will be done through the RTP.

- 3.7 The RTP will address resident’s needs for access to a full range of facilities and services for work, education, health, leisure, recreation and shopping.
- 3.8 Information relating to local services accessible by walking, cycling and by public transport will be provided to each resident in Welcome Packs. These will include information on local health related facilities, education establishments, leisure and recreational venues.

**Targets**

- 3.9 The targets set for the RTP are SMART: Specific, Measurable, Achievable, Realistic and Time-bound.
- 3.10 There are two types of targets, namely:
  - Action targets – task specific and are typically consolidated into an Action Plan; and
  - Aim Targets – quantifiable and in the case of this TP relate to the degree of modal shift the plan is seeking to achieve.

**Action Targets**

- 3.11 The Action Targets for this RTP are:
  - To appoint a Travel Co-ordinator (TPC), prior to occupation of the site, who will be responsible for overseeing this RTP;
  - The RTP will be launched upon occupation to ensure all of the residents are aware of the RTP.

**Aim Targets**

- 3.12 The aim targets of this RTP relate to future residents of the development. These have been set to measure progress towards the main objectives over the five-year period and should be achieved within five years of the launch of the RTP.
- 3.13 The trip generation used below is that which has been used throughout the Transport Assessment which is being submitted as part of the application. Further information is provided in **Table 3.1** below.

**Table 3.1: Total Person Trip Generation**

Period	Arrivals	Departures	Two Way
AM (08:00 - 09:00)	39	222	261
PM (17:00 - 18:00)	155	64	219

- 3.14 A preliminary resident travel survey will be included with property contract documents to allow information to be gathered on potential modal split. This will be followed by a full survey on 75% occupancy or six months after first occupation, whichever is sooner. Following this, the baseline split will be refined.
- 3.15 Thereafter surveys will be undertaken in years 1, 3 and 5 following implementation of the final RTP to monitor any changes. The full survey will comprise a questionnaire. The surveys will be undertaken on a day to be notified to the Council. Incentives will be provided (i.e. entry into a prize draw) to encourage a high response rate.
- 3.16 In the interim, and for the purpose of setting indicative targets as part of this travel plan, the 2011 Census 'Method of Travel to Work' data has been extracted for Output Areas E00000825, E00000830, E00001248 and E00001332, which directly surround the site. As the site is currently unoccupied, the census data gives a good initial indication of travel behaviours. Two separate mode share profiles have been produced, which reflect that only some residents will have access to a car space, while others will not, further details of this analysis are provided in the Transport Assessment.
- 3.17 The 2011 Census data for mode share is displayed in **Table 3.2**.

**Table 3.2: 2011 Census 'Method of Travel to Work' data**

Mode	Mode Split for Residents with Access to Car Parking	Mode Split Adjusted for Residents without Access to Car Parking	Combined Mode Share (Reflecting Proportions of Units with and without Access to Car Parking)
Work mainly at or from home	-	-	-
Underground, metro, light rail, tram	14%	21%	16.7%
Train	22%	35%	27.0%
Bus, minibus or coach	13%	21%	16.2%
Taxi	1%	1%	0.7%
Motorcycle, scooter or moped	1%	2%	1.5%
Driving a car or van	36%	-	22.0%
Passenger in a car or van	2%	4%	2.9%
Bicycle	2%	3%	2.2%
On foot	8%	12%	9.6%
Other method of travel to work	1%	1%	1.0%
Not in employment	-	-	-
Total	100%	100%	100%

3.18 The combined mode split for the AM and PM peaks presented above are taken and used to represent the baseline split (i.e. Year 0). The Year 1, 3 and 5 mode splits are informed by the 2014 Travel Plan for the consented Victoria Quarter scheme. These are shown in **Table 3.3** below.

**Table 3.3. Baseline Mode Split & Mode Split Targets**

Mode	Year 0	Year 1	Year 3	Year 5	Overall Net Change
Public Transport	59.9%	60.9%	61.4%	61.9%	+2%
Walk	9.6%	10.6%	11.1%	11.6%	+2%
Cycle	2.2%	2.7%	2.7%	3.3%	+1%
Car/Van Driver	22.0%	21.0%	19.0%	17.0%	-5%

- 3.19 These targets aim to decrease the single occupancy car usage for travelling to work from 22% to 17% over 5 years, whilst increasing the use of sustainable transport, including walking, cycling and public transport.
- 3.20 These preliminary targets will be amended with the Action Plan once the results of the resident surveys have been obtained.

## 4 RTP Management

4.1 This section outlines the proposed management structure and the responsibilities of key stakeholders of the RTP.

### Travel Plan Coordinator

4.2 A Travel Plan Co-ordinator (TPC) will be appointed to manage and implement the RTP within three months prior to occupation. The contact details of the TPC will be provided to the appropriate contact at London Borough of Barnet (LBB) Planning or Highways.

4.3 The TPC will contact each resident within one month of their occupation to explain the purpose of the RTP and the opportunities on offer. The TPC's role includes:

- Overall responsibility for delivering the RTP measures and monitoring strategy;
- Leading the process of developing targets, implementation and review;
- Encouraging resident co-operation;
- Liaising with LBB and public transport operators;
- Promoting the RTP to residents;
- Making travel information readily available; and
- Ensuring new residents are made aware of alternative travel opportunities.

4.4 It is anticipated that the amount of time that the TPC will spend on the RTP will vary according to the period of occupation, the organisation of activities and the extent of monitoring. It is not expected that the time dedicated will be uniform throughout the life of the RTP.

4.5 It is noted that the TPC for the proposed development will be the same TPC for the consented Victoria Quarter scheme to ensure consistency and a comprehensive sustainable travel approach throughout.

### Fairview

4.6 As the Applicant and organisation responsible for the management of the site once occupied, Fairview will have an interest in ensuring that the travel to/from the site is sustainable and that vehicular travel and parking activity at the site is effectively managed and controlled.

4.7 Fairview management will be the first point of contact for the TPC with regards to sustainable travel to the site, funding for marketing, other measures and the monitoring of the Travel Plan.

### **London Borough of Barnet**

- 4.8 The LBB has an important role in supporting the RTP because of its direct interest in managing the local transport network and because of its duty of care towards residents and the wider Barnet community.

### **Residents**

- 4.9 Residents are the most important stakeholders because they are the ones directly affected by the effectiveness of RTP implementation. The TPC and Fairview must work toward encouraging residents' interest and participation in RTP measures.

## 5 RTP Measures

5.1 The measures that will be introduced for the residential occupants of the proposed development are outlined below.

### Marketing & Awareness

- 5.2 A TPC will be appointed for the site who will oversee the implementation of the RTP.
- 5.3 Residents will be made aware of the travel arrangements and the options associated with the site from the outset, as part of the normal sales and marketing process from the development.
- 5.4 Sales staff will be advised by the TPC on the purpose of the RTP and their role in facilitating it through the sales department. An information pack will be provided to all potential residents at the showroom, detailing the RTP choices available to them at this development. This will be based on the information contained within the Welcome Pack that is provided to all new residents prior to occupation.
- 5.5 RTP information will be disseminated on notice boards within the site and on the site's webpages.
- 5.6 All new tenants will be provided with an information pack on sustainable travel and a summary of the RTP.
- 5.7 The TPC will liaise with LBB and the public transport operators where appropriate regarding green travel promotions.

### Walking

- 5.8 A plan of safe pedestrian routes will be made available to all residents. A similar plan will be on display in a prominent location within the development to assist visitors.
- 5.9 A newly created public space will be open only to non-motorised flow and encourage trips between the site and the neighbouring Victoria Park.
- 5.10 The health benefits of walking will be promoted to the residents of the development. The TPC will encourage participation in Walk to Work Week and Walk to School Month.

### Cycling

- 5.11 Secure, covered cycle parking will be provided to encourage residents to cycle to and from the site. In accordance with local parking standards, a total of 1,094 cycle parking spaces are proposed across the site.
- 5.12 Plans of cycle routes in the area will be made available to all residents by display on communal noticeboards, online information and summary information in the Welcome Pack.
- 5.13 The health benefits of cycling will be promoted to residents of the development and a Bicycle Users Group (BUG) will be initiated.

- 5.14 LBB offers free cycle training to people living in the borough. The TPC will promote this benefit to residents to encourage take-up.
- 5.15 The TPC will encourage residents to find out and take up any Cycle to Work incentives offered at their respective workplaces.

### **Public Transport**

- 5.16 Plans of public transport routes and timetables will be made available and displayed prominently within the development. Residents will be advised to refer to resources such as the TfL website and National Rail Enquiries.
- 5.17 Residents will be encouraged to find out whether their respective employers offer public transport season ticket loans and to take up such benefits where available. Residents will also be advised to investigate whether they are eligible for discounted fares offered by TfL.
- 5.18 Fairview will consider further incentives for residents to use public transport e.g. negotiations with operators to seek special deals for resident travel.

### **Car**

- 5.19 The Applicant will provide a total of 392 car parking spaces, translating to a 0.61 ratio of parking spaces to residential units, in accordance with local parking standards. The level of car parking provision is offered to meet the needs of expected car ownership aspirations without facilitating excessive car ownership.
- 5.20 Electric charging points for residential car parking provision will be provided at a minimum of 20% active charging facilities with the remaining spaces having passive provision.
- 5.21 The London Plan requires at least 3% of dwellings will have at least one designated disabled parking bay per dwelling from the outset with a further 7% of dwellings able to be provided with a disabled parking bay if required. In this instance 5% of dwellings will have one designated disabled parking bay from the outset, with a further 5% able to be added if required.
- 5.22 The TPC will actively promote liftshare.com, a free car sharing platform, that matches individuals with similar travel patterns together. This enables car drivers and potential car passengers to share journeys (with the car passenger paying a fee).
- 5.23 The Applicant is committed to providing car club spaces as part of the proposed development for the use of the residents, providing an alternative to owning a car. Initial membership to first residents will be provided.

## 6 Monitoring & Review Strategy

### Monitoring

- 6.1 The Travel Plan will be monitored by a full multi modal SAM survey undertaken by approved TRICS data collection contractors on the first, third, and fifth anniversary of implementation of the final RTP for the whole site. A baseline survey will also be undertaken once the development reaches 75% occupation or six months after first occupation, whichever comes first.
- 6.2 The TPC will review the effects of the various initiatives with LBB on the first, third, and fifth anniversary of implementation of the final RTP. An initial review will be undertaken once the development reaches 75% occupancy or six months after first occupation, whichever comes first. The purpose of the review is:
- To provide an assessment of how residents travel;
  - To develop targets for travel;
  - To review the various initiatives; and
  - The development of new initiatives to encourage less use of the car.
  - Monitoring activity is TRICS compliant.

### Review

- 6.3 The first review will take place one year after the Action Plan's implementation and thereafter on a biennial frequency for the first five years. This review is to be undertaken in consultation with LBB.
- 6.4 Fairview will be responsible for funding the monitoring and review of the RTP.
- 6.5 The monitoring and review process is illustrated at **Figure 6.1** below and discussed in the following paragraphs.

**Figure 6.1 – Monitoring and Review Process**

### Review Accessibility

- 6.6 The first step in the monitoring and review process will be to review the accessibility of the site in terms of access to all modes of travel, including public transport, walking, cycling and journeys by car (including car sharing and car passengers). This information will then be drawn together into a report in order to target where improvements would be beneficial. This will build on the assessments already undertaken within the Transport Assessment.

### Consultation

- 6.7 Consultation is key to a successful RTP and gaining the buy-in of residents will be an essential element. The second stage of the monitoring and review process will ensure that users of the site are consulted appropriately.

### Undertake Surveys

- 6.8 A baseline survey will be undertaken for residents of the site to establish the use of existing modes of travel (baseline position), attitudes towards sustainable modes of travel (particularly active modes) and to identify the most effective and appropriate modes of travel for accessing the site.
- 6.9 The TPC will oversee this stage of the process and collate information provided by surveys.
- 6.10 Further surveys will be undertaken at Years 1, 3 and 5. Surveys will focus on the following aspects:
- Monitoring the occupancy/utilisation of cycle parking;
  - Demand for additional cycle parking facilities;
  - Monitoring use of car club vehicles;
  - Resident travel questionnaires; and

- Comments received from residents relating to the operation and implications of the RTP.

### **Implementation**

- 6.11 This stage of the monitoring and review process refers to the implementation of the RTP. This stage will be informed by the previous three stages and will seek to implement the measures to achieve the targets and objectives of the RTP. The TPC will coordinate this stage of the process.

### **Reporting**

- 6.12 The TPC will produce an annual monitoring report, to be submitted to LBB and TfL Travel Plan Officers, which will demonstrate the extent to which the agreed full occupancy mode share targets are on track to being achieved. The monitoring report will include the results of the travel surveys undertaken if it is a survey year.
- 6.13 The TPC will review the monitoring reports and determine if:
- The development is meeting, or on track to meet, the mode share targets and no amendments to the Action Plan or mode share targets are required;
  - The development is not on track to meet the mode share targets, but it is considered that no further action should be taken either because there are remedial measures already in train, or because any reasons for divergence from the target mode share are considered reasonable and legitimate; or
  - The development is not on track to meet the full occupancy mode share targets and will consider whether revised targets should be considered

## 7 RTP Action Plan

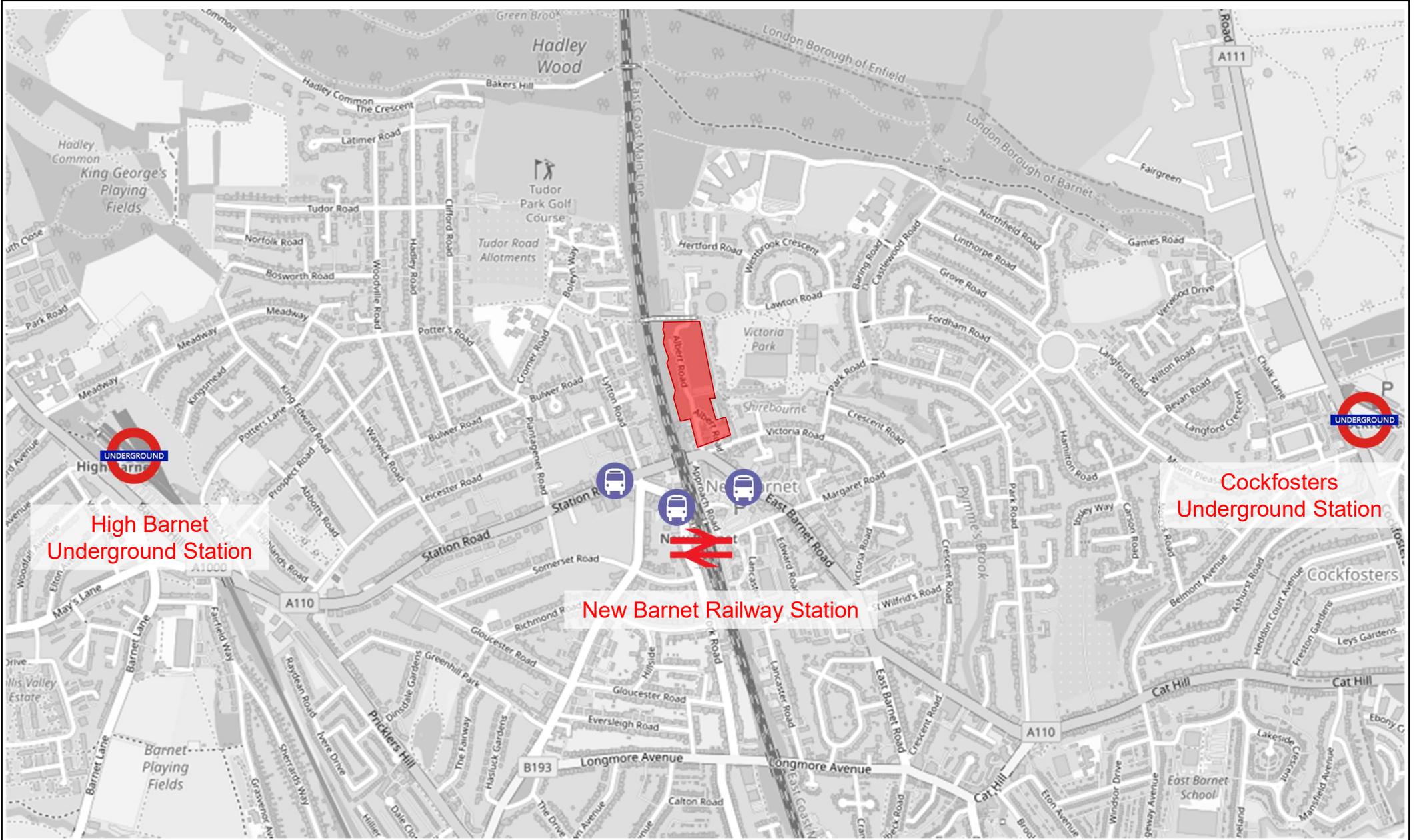
7.1 The action plan for the RTP is provided in **Table 7.1** and outlines the key measures, timescales and responsibilities for implementing these.

**Table 7.1: Action Plan**

Mode	Measure	Task	When	Whom
All	Travel Plan Coordinator	Nominate a Site-Wide Travel Plan Coordinator	Prior to first occupation	Fairview
All	Website	Include 'How to Get Here' information on the development's website	Before first occupation	Fairview / TPC
All	Communal Noticeboards	Include travel information on communal noticeboards	On first occupation (and ongoing)	TPC
All	Welcome Pack	Provide each household with a Welcome Pack	On first occupation	TPC
Walking	Pedestrian Facilities	Ensure that walking facilities on-site remain in good condition for all site attendees	Ongoing	Fairview
Walking	Events	Encourage participation in Walk to Work Week and Walk to School Month	Ongoing	TPC
Cycling	Cycle Parking	Maintain cycle parking provision in good condition for residents and visitors to use	Ongoing	Fairview
Cycling	Cycle Training	Promote free cycle training to residents	On first occupation	TPC
Cycling	Cycle to Work Scheme	Encourage residents to find out if their workplaces offer Cycle to Work incentives	On first occupation / Ongoing	TPC
Public Transport	Encouraging Use of Public Transport	Post information on public transport (e.g. timetables, mapping, etc.) on communal noticeboards and on the internet	Ongoing	TPC
Car	Car Sharing	Promote Liftshare.com to residents	Ongoing	TPC
Car	Car Club	Promote on-site car club to residents	Ongoing	TPC

**vectos.**

Figures



High Barnet  
Underground Station

New Barnet Railway Station

Cockfosters  
Underground Station

Key:

-  Site Boundary
-  Underground Station
-  Railway Station
-  Bus Stop

Victoria Quarter

Citystyle Fairview VQ LLP

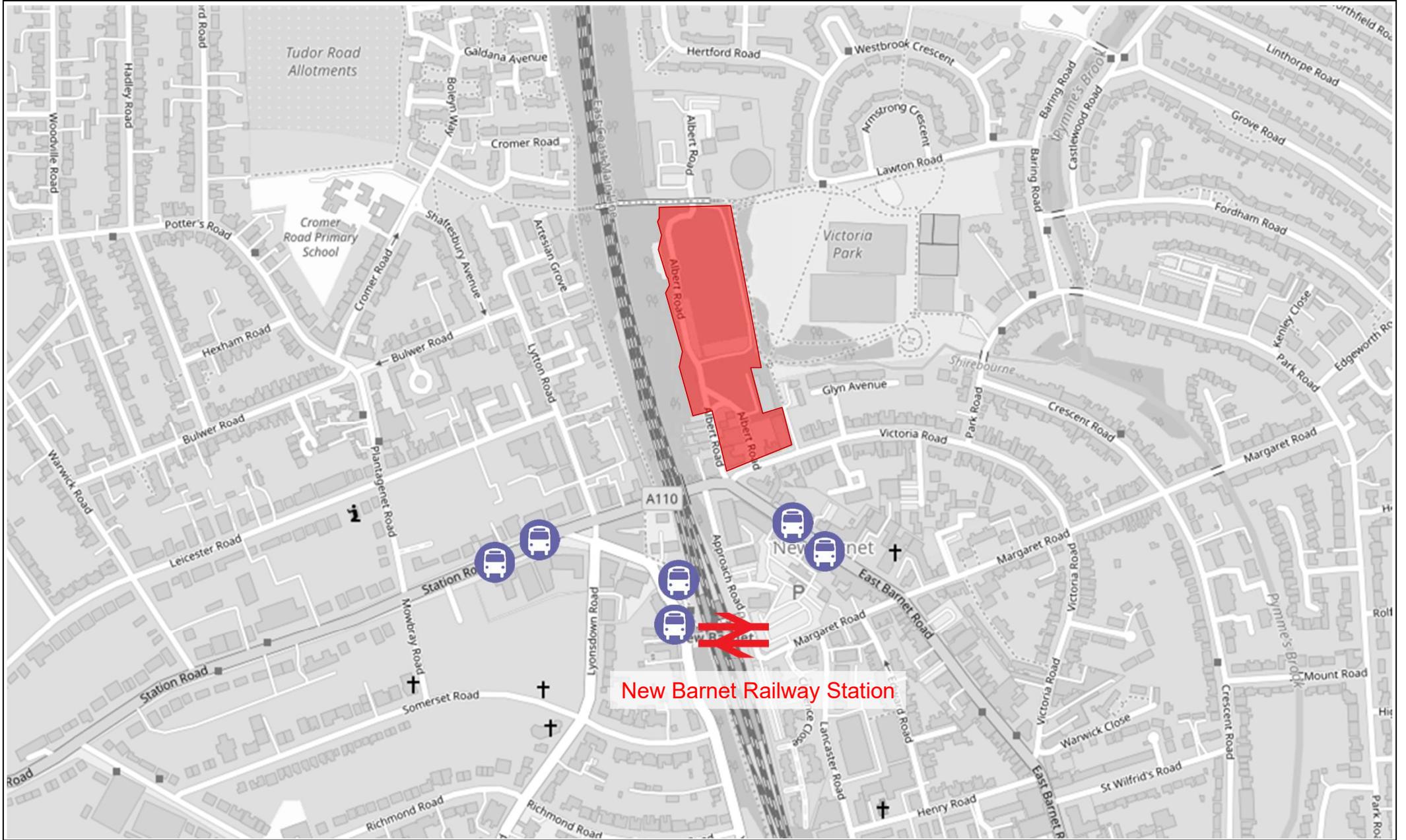
Strategic Site Location

**vectos.**

Network Building, 97 Tottenham Court Road, London W1T 4TP  
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: SB CHECKED: AM DATE: 22/06/21 SCALES: NTS

DRAWING REFERENCE: Figure 1.1



Key:

-  Site Boundary
-  Railway Station
-  Bus Stop

Victoria Quarter

Citystyle Fairview VQ LLP

Local Site Location

**vectos.**

Network Building, 97 Tottenham Court Road, London W1T 4TP  
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:	CHECKED:	DATE:	SCALES:
SB	AM	22/06/21	NTS

DRAWING REFERENCE: Figure 1.2

