



Redevelopment of Hornsey Town Hall

London Borough of Haringey

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Contents

1. Introduction	2
2. Development Characteristics	4
3. Description of Current Transport Network	8
4. Policy Context	17
5. Trip Generation and Distribution	28
6. Vehicular Access, Circulation and Parking	38
7. Pedestrians and Cyclists	46
8. Public Transport	49
9. Measures to Reduce Car Use	50
10. People with Disabilities	52
11. Conclusions and Recommendations of the TA	52

Figures

Figure 1:	Site Location Plan
Figure 2:	Accident Map
Figure 3:	Schematic Bus Map
Figure 4:	Walk Time Accession Plot
Figure 5:	Local Cycle Network Map
Figure 6:	Cycle Time Accession Plot

Appendices

Appendix A:	Site Layout
Appendix B:	Correspondance on the agreed scope and approach of this TA
Appendix C:	Technical Note – Traffic Flow Counts
Appendix D:	Accident Analysis Data
Appendix E:	PTAL Map from UDP
Appendix F:	Development Schedules
Appendix G:	Technical Note - Existing Trip Generation
Appendix H:	Technical Note - Proposed Trip Generation
Appendix I:	HGV Swept Path Assessment
Appendix J:	Residential Travel Plan
Appendix K:	Workplace Travel plan

1. Introduction

- 1.1 Capita Symonds (CSL) was appointed by the London Borough of Haringey (LBH), in December 2008, to provide transport and highways advice related to the proposals for the redevelopment and refurbishment of Hornsey Town Hall (HTH). This transport assessment (TA) has been prepared in support of the planning application for the redevelopment of the site.
- 1.2 The HTH site lies between The Broadway (A103), Haringey Park, Weston Park and Bourne Road. **Figure 1** shows the site location plan. The main vehicular access to the site is from Haringey Park situated to the south of the site. There is a narrow secondary access, which can be used by cars and small vans to access the site from Weston Park. Pedestrian and cyclist access is from either The Broadway (A103) or Haringey Park to the west and south of the site respectively. The main pedestrian entrance to the Town Hall is via the public square located off the Broadway and Hatherley Gardens.
- 1.3 The site is accessible by public transport and is positioned within a 2 minute walk (70 metres and 100 metres) of the nearest northbound and southbound bus stops. The bus stops located on The Broadway (A103) provide services towards Hornsey National Rail (NR) station and Turnpike Lane Underground station to the north and Crouch Hill NR station and Finsbury Park Underground station to the south.
- 1.4 HTH is an important 1930s Grade Two (star) listed building owned by the LBH in the heart of Crouch End. The existing site is currently occupied by B1 and Sui Generis land uses within the town hall, Broadway annexe and mews office buildings, and a clinic covering 8,363 m² in total. The Hornsey Library, to the south of the site, although not wholly falling within the application site (only the Loading Bay falls within the application site) as a listed building is important to the proposals and the current proposals have been designed to sensitively preserve the setting of the building. The site includes seventy one car parking spaces and two servicing bays to the south of the site, which are accessed off Haringey Park.
- 1.5 The application seeks permission for the alteration and refurbishment of the town hall and associated public halls as well as the erection of two new residential blocks and associated demolition of a number of buildings on site. The scheme proposes to provide a mixed use development which retains the existing employment uses within the area whilst also creating new cultural, educational and community based activities on the site.
- 1.6 The HTH proposals include the following land use classes A1 shops, A3 restaurants and cafes, B1 business, D1 non residential institutions, C3 dwelling houses, and D2 assembly and leisure. The site layout is shown on John McAslan and Partner's drawing at **Appendix A**

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- 1.7 This TA examines the transport issues associated with the proposed development. The structure of the report responds to three key objectives; the suitability of the location of the proposed development in terms of transport and accessibility, the operational strategy for the development and the measures to mitigate against any adverse impacts associated with traffic and transport from the development.
- 1.8 This TA has also been produced in accordance with the best practice guidance produced by TfL in May 2006 entitled “*Transport Assessment Best Practice Guidance*”. Guidance has also been sought from the Supplementary Planning Guidance 7c entitled “*Transport Assessments*”, written by the LBH, in which the structure of this report follows. It is intended that the TA and appended residential travel plan (RTP) and workplace travel plan (WTP) will be submitted with the planning application.
- 1.9 Capita Symonds has attended three pre-application meetings with LBH transport planning officers, where the approach and contents of this TA have been discussed and agreed. Key correspondence on the agreement of the scope and approach of this TA is included as **Appendix B**.
- 1.10 The remainder of this report is structured as follows:
- Chapter 2 provides a description of the developments characteristics including a full description of the existing uses on the site and the proposed development uses including a schedule of floor areas;
 - Chapter 3 describes the current transport network indicating the existing sites accessibility in terms of both vehicular and non-vehicular modes of travel;
 - Chapter 4 explains the transport planning policy context of the site;
 - Chapter 5 provides a detailed description of the existing scheme in terms of trip generation and distribution and considers the anticipated impact of the proposed development based on the trip generations established;
 - Chapter 6 summarises the proposed vehicular access arrangements, servicing operation for the site and the proposed level of car parking;
 - Chapter 7 provides a detailed description of the pedestrian and cyclist facilities at the existing development and the proposed facilities for the site;
 - Chapter 8 provides a description of the existing public transport facilities at development;
 - Chapter 9 summarises the mitigation measures proposed for the site, including the travel plan measures;
 - Chapter 10 discusses provisions for people with disabilities at the site; and
 - Chapter 11 provides a summary and recommendations of the TA.

2. Development Characteristics

2.1 This chapter provides a description of the existing uses on the site and the proposed land uses for the development including a schedule of floor areas.

Background

2.2 The site is located off Hatherley Gardens in Hornsey, approximately 100 metres and 70 metres from the nearest northbound and southbound bus stops situated on The Broadway (A103). The site is based approximately 3 km from Finsbury Park LUL station and and 1 km Crouch Hill NR station.

2.3 The site itself is bound by Weston Park to the north, by residential housing to the east, by The Broadway (A103) to the west, by Hatherley Gardens to the southwest and by Haringey Park to the south. The main vehicular access road which provides access and egress to the site is off Haringey Park.

Existing use

2.4 The site is currently occupied by HTH a 1930s Grade Two (star) listed building predominately operating B1 business and Sui Generis land uses. The existing clinic site is currently used as office space and not for its original purpose. The site comprises of a total permitted area of 8,363m² with 2,242 m² currently in use by the LBH. The present uses are currently served by a total of seventy one designated on-site car parking spaces and two servicing bays. **Table 2.1** provides details of the total land uses at present.

Table 2.1 Existing Land Uses

Buildings	Land Use	Current Area in Use	Permitted Usable Area	Parking Spaces
Hornsey Town Hall	B1 Business Sui Generis	448 m ²	6,569 m ²	62 shared
Clinic	D1 Non Residential Institutions	556 m ²	556 m ²	
Broadway Annex	B1 Business	824 m ²	824 m ²	9 shared
Mews Office	B1 Business	134 m ²	134 m ²	
<u>Total</u>		2,242 m ²	8,363 m ²	71 shared

Existing off street parking

- 2.5 Off-street car parking can be found to the rear of the site with vehicular access off Haringey Park. The car park for the HTH site currently has twenty marked and several unmarked spaces with a total potential capacity for seventy one car parking spaces. A servicing area and waste collection point is also provided adjacent to the existing library. Access can also be sought by pedestrians, cyclists and small service vehicles to the HTH site from Weston Park. A footpath is provided on site which connects the Haringey Park parking facilities to Weston Park.
- 2.6 There is a four metre wide access road from Haringey Park to the rear parking area at the HTH site. The car park provides parking for employees Monday to Friday and alternatively operates as a car park for shoppers during the weekend. Within the car park there is a 5mph speed limit on site with twenty marked car parking bays and several unmarked parking bays. The car park is currently under utilised based on our on-site observations at 12.57pm on Tuesday 27th November 2008 when only ten cars were present.
- 2.7 The car parking provided on site is privately controlled on a permit basis. The penalty charges for having no permit are as follows:
- £100 clamp fee;
 - £190 removal fee; and
 - £30 storage fee.

Existing servicing area

- 2.8 Access to the servicing area at the front of the HTH site is via an access road off Haringey Park immediately next to the library. The servicing area provides a total of 6 recycling bins for clothes and shoes, food and drinks, paper, glass and plastic. A loading bay is provided measuring approximately 5 metres wide close to the access road from Haringey Park which is available between Monday and Saturday during 08:00 - 18.30 hours. A small servicing and recycling area is also provided off Weston Park with twenty four hour access.

Proposed uses

- 2.9 A full planning application is to be submitted for the Hornsey Town Hall Renaissance Project comprising the following:
- Refurbishment and conversion of the Town Hall Building alterations, extension and change of use from B1 (Business) and Sui Generis to a mixed use scheme incorporating: D1 (Non-residential Institutions), A3 & A4 uses (Restaurants, Cafés and drinking establishment), D2 (Assembly and Leisure) and retaining existing B1 and Sui Generis (Theatre and performance venue) use.

- Alterations, extensions and change of use of Link Block and East Wing from B1 (office) to C3 Dwelling houses.
- Extension, alteration, refurbishment and change of use of the Broadway Annexe East Part from B1 office to A1 retail and C3 residential.
- Residential development comprising 123 No. units in total (35 x 1 bed flats, 61 x 2 bed flats, 20 x 3 bed flats, 3 x 4 bed flats and 4 x 4 bed houses) and associated car parking including at basement level, including residential accommodation in the existing Town Hall (East Wing and Link Building), the Broadway Annexe (West Part) and Mews. Erection of sub-stations.
- Alterations and landscape improvements including to the Town Hall Square, and use of the square for both Public Events and Markets/Small Festival uses.

Proposed site operation

Residents

- 2.10 The proposed development is intended to cater for a total of 123 units consisting of a mixture of private and affordable units.

Employees

- 2.11 The HTH proposals are expected to generate in the region of twenty five jobs.

Visitors

- 2.12 The proposed entertainment venue will generate two-way visitor trips to the development. Visitors will typically attend performances and events taking place in the afternoon, early evening and late evening, as set out in the proposed business plan for HTH.
- 2.13 The assembly hall and cinema suite will attract an expected average performance attendance of 255 and 163 visitors respectively; the majority of visitor trips will be outside of AM and PM peak hours.
- 2.14 The majority of trips to the other land uses on site will be linked trips making use of facilities adjacent to the main trip generators of the assembly hall and cinema suite.

Proposed parking allocation

- 2.15 The HTH site currently provides seventy one car parking spaces on site. In total 64 spaces are proposed, a reduction of 7 spaces from the existing situation. The development proposes to allocate a total of 56 car parking spaces for the residential dwellings on site split into 44 private car parking spaces, 3 car club spaces and 9 visitor parking bays. The 44 residential spaces will also incorporate 12 accessible car-parking bays. Five parking spaces will be provided in the town square to provide accessible parking for the Town Hall.

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- 2.16 A service yard for deliveries and servicing movements will be provided to the rear (east) of the main town hall building along with three operational car parking spaces.
- 2.17 In accordance with the need to mitigate the transport impacts of new development, as stated in paragraph 5 of Annex 4 in the Local Plan (LP), the level of parking is lower than the maximum level permitted in the Local Plan.

3. Description of Current Transport Network

3.1 This section of the report outlines the relationship of the site to the surrounding road, public transport, pedestrian and cycle network.

Wider highway network

3.2 HTH is located to east of Archway Road (A1), north of Crouch Hill (A1201), south of the North Circular Road (A406) and west of Seven Sisters Road (A503). **Figure 1** shows the site location. The HTH site is bound by Weston Park to the north, Bourne Road to the east, Haringey Park to the south and The Broadway (A103) and Hatherley Gardens to the west.

3.3 The main vehicular access is situated to the south of the site on to Haringey Park and measures approximately 10 metres wide. Haringey Park is a two-way single lane road within a 20 mph speed limit zone.

Critical links and junctions – background traffic flows

3.4 CSL commissioned manual classification counts (MCC's) in order to quantify the volume of peak period traffic, by type, at six key junctions on the local road network around the HTH site. The surveys were conducted on Tuesday 25th November 2008 by Count on Us (COU).

3.5 **Appendix C** contains the raw survey information, detailing the location of each survey, volume of traffic by road and vehicle type within each peak period and provides an overview of the existing traffic conditions.

3.6 The traffic count data was obtained for six junctions in Hornsey in the LBH, as outlined below:

- **Junction 1** – A2101, A103 Tottenham Lane junction;
- **Junction 2** – Aubrey Road, Weston Park Crossroads;
- **Junction 3** – Haringey Park, Bourne Road Junction;
- **Junction 4** – Hatherley Gardens, Haringey Park Junction;
- **Junction 5** – A1201, Haringey Park Junction; and
- **Junction 6** – A103 Crouch End Hill, The Broadway.

3.7 Survey data was collected for fifteen minute time segments between 07:30 – 10:00 and 16:00 – 18:00 (as shown in Table 3.1). The survey results show the highest volumes of traffic are passing through Junction 1 and 6 on The Broadway. The next highest traffic volume is recorded at junction 5 on Crouch Hill.

- 3.8 The remaining junctions 2, 3 and 4 show significantly less traffic volumes, in line with the expected demand profile for residential roads.

Table 3.1: Summary of six junctions surrounding HTH for AM and PM peaks

AM/PM	Total Traffic Flows By Vehicle Type							
	Cars	LGV	OGV1	OGV2	PSV	M/cycles	Cycles	TOTAL
Junction 1	2617	469	134	10	158	159	188	3735
Junction 2	348	44	5	0	10	1	41	449
Junction 3	253	37	6	1	10	1	18	326
Junction 4	260	48	14	1	10	5	16	354
Junction 5	1014	183	30	1	72	35	60	1395
Junction 6	2452	483	71	7	153	160	185	3511
Total	6944	1264	260	20	413	361	508	

Source: Count on us 25/11/2008

On street parking controls

- 3.9 The site does not lie within a CPZ and according to the LBH there are no current plans to introduce a CPZ in this area.

Location of on street parking

- 3.10 There are eleven public unrestricted on-street parking spaces on Hatherley Gardens. Parking controls are present on the east side of Hatherley Gardens with a single yellow line prohibiting parking Monday to Saturday. Along Weston Park close to the entrance with The Broadway (A103) parking is also available on street.
- 3.11 On street parking on Weston Park near to its junction with The Broadway (A103) is restricted between Monday to Saturday during 09:30 – 17:00, with a maximum stay of two hours (except on public holidays). On the remainder of Weston Park parking is unrestricted. Along Bourne Road there are no parking restrictions.
- 3.12 The charges for short stay parking on Weston Park are shown in **Table 3.2**. It is emphasised on the ticket box that a penalty charge will be allocated to car users if they are found without a ticket, if the ticket is not valid and/or if parked in a suspended bay.

Table 3.2 Short Stay Parking

Time	Charge
20 mins	£0.20
45 mins	£0.50
60 mins	£1.00
120 mins	£2.50

Source: Site Observation, 27th November 2008

Disabled parking

- 3.13 Along Haringey Park, in front of the library, there are two disabled parking bays with one in use at the time of observation. Two disabled parking bays are provided on Hatherley Gardens, and on Weston Park three disabled parking bays have been allocated. There is one disabled parking bay provided on Bourne Road.

Cycle parking

- 3.14 Cycle parking is readily available close to the site. Immediately in front of the main pedestrian entrance to the HTH site there are three cycle parking racks to the north and three to the south of the public square. From site observation of the six stands available five were in use. There are four cycle parking spaces at the entrance to the library on Haringey Park, however at time of observation only one was in use.
- 3.15 Cycle parking can also be sought along The Broadway (A103) with ten cycle racks located at intervals along the main road. Close to the servicing area positioned off Haringey Park four cycle parking rails are provided.

Motorcycle parking

- 3.16 A bay for approximately six motorcycles is provided in front of the library on Haringey Park. Another motorcycle bay is provided on Weston Park, again with capacity for approximately six motorcycles.

Accident record

- 3.17 Personal injury accident (PIA) data was obtained for an area surrounding the proposed development site from the London Accident Analysis Unit (LAAU). The data was collected on the 15th September 2009, for the five year period to May 2009. A full record of the accident data is contained in **Appendix D**. The study area and location of the accidents can be seen on **Figure 2**.
- 3.18 **Table 3.3** presents a summary of the total number of accidents recorded during this period categorised by severity. The majority, 90%, were slight in severity, 10% were serious and 0% were fatal.

Table 3.3: Accident Summary

Severity	12/05/05 -11/05/06	12/05/06 – 11/05/07	12/05/07 – 11/05/08	12/05/08 – 11/05/09	12/05/09 (provisional)	Total	%
Fatal	0	0	0	0	0	0	0.0
Serious	7	3	3	1	4	18	9.9
Slight	37	44	25	27	31	164	90.1
Total	44	47	28	28	35	182	-
%	24.2	25.8	15.4	15.4	19.2	-	100

Source: LAAU unit

Accidents by mode

- 3.19 The following **Table 3.4** summarises all accidents by severity and mode involved. Of the total amount of accidents, 62 (or 31%) involved one or more vehicles colliding, 25 (12%) involved pedal cyclists, 36 involved powered two wheelers (18%) and 58 (or 29%) involved pedestrians, although pedestrians were involved in 56% of all serious accidents.

Table 3.4 HTH Casualty Data: 60 months to end of May 2009

Mode of Travel	Serious	Slight	Sum	%
Pedestrian	10	48	58	29
Pedal Cycle	1	24	25	12
Powered 2 Wheeler	6	30	36	18
Car	1	61	62	31
Taxi	0	2	2	1
Bus or Coach	0	15	15	7
Goods Vehicle	0	5	5	2
Total	18	185	203	-
%	9	91	100	100

Source: LAAU unit

Serious accidents

*The 18 serious accidents are detailed in **Table 3.5**, which shows that the majority of accidents were due to driver or pedestrian error. The results do not suggest any significant highways safety concerns. Paragraphs 3.23 – 3.27 describe accidents by locations The Broadway*

- 3.20 Twenty three accidents were recorded on The Broadway of which five were classified as serious. The accidents data does not indicate any safety concerns with the current junction layout and design on The Broadway with all of the accidents occurring as a result of poor driver behaviour, illegal manoeuvres and reckless actions on behalf of pedestrians.

Crouch Hill/Crouch End Hill

- 3.21 From review of the accident data, 41 accidents were recorded on Crouch Hill and Crouch End Hill. Of the accidents recorded 3 were serious. Again the accidents do not highlight any highways safety concerns.

Weston Park

- 3.22 Five accidents were recorded on Weston Park, all of which were registered as slight in severity.

Haringey Park, Bourne Road and Hatherley Gardens

3.23 The main vehicular access to the site will be via Haringey Park. No accidents were recorded on Haringey Park, Bourne Road and Hatherley Gardens.

Summary

3.24 Whilst a number of accidents occurred in the study area the majority of accidents were caused by human error. There was no identification of any persistent problems or issues with the current junctions surrounding the site.

Table 3.5 Serious Accidents by Location

Ref	Date and Time	Location	Description	Contributory Factors
4	SUN 23/01/05 00:15	COLERIDGE ROAD J/W THE BROADWAY	V1 DROVE AT PEDESTRIANS	POOR TURN OR MANOEUVRE, AGGRESSIVE DRIVING, CARELESS/RECKLESS/IN A HURRY, DANGEROUS ACTION IN CARRIAGEWAY, FAILED TO LOOK PROPERLY.
5	WED 19/01/05 12:31	CROUCH HILL J/W CROUCH END HILL	PED STEPPED OUT INTO PATH OF V1	FAILED TO LOOK PROPERLY, WRONG USE OF PEDESTRIAN CROSSING FACILITY, FAILED TO JUDGE VEHICLE'S PATH OR SPEED.
6	SAT 28/01/06 07:45	CROUCH END HILL J/W CROUCH HILL	PED HIT BY V1	TRAVELLING TOO FAST FOR CONDITIONS, FAILED TO LOOK PROPERLY, CARELESS/RECKLESS/IN A HURRY,
9	SUN 25/07/04 14:05	SOUTH EAST J./W WOLSELEY ROAD	V1 HIT V2.	FULL DETAILS UNKNOWN
12	TUE 27/09/05 19:25	PARK ROAD J/W WOLSELEY ROAD	V1 HIT PED ON PED CROSSING	FAILED TO LOOK PROPERLY, AGGRESSIVE DRIVING.
13	WED 07/06/06 18:00	PARK ROAD J/W LYNTON ROAD	V2 PULLED OUT INTO THE PATH OF V1	TRAVELLING TOO FAST FOR CONDITIONS, VISION AFFECTED - DAZZLING SUN, FAILED TO LOOK PROPERLY.
19	MON 18/04/05 08:45	THE BROADWAY J/W CROUCH HALL ROAD	V2 WENT THROUGH A.T.S AT AMBER AND HIT V1	CARELESS/RECKLESS/IN A HURRY, TRAVELLING TOO FAST FOR CONDITIONS, FAILED TO LOOK PROPERLY, DISOBEYED AUTOMATIC TRAFFIC SIGNAL.
30	WED 01/10/08 08:48	THE BROADWAY J/W CROUCH HALL ROAD	PED CROSSED INTO PATH OF V1	FAILED TO LOOK PROPERLY, CARELESS/RECKLESS/IN A HURRY, FAILED TO JUDGE VEHICLE'S PATH OR SPEED, FAILED TO LOOK PROPERLY.
62	TUE 06/06/06 10:50	WOLSELEY ROAD J/W BIRCHINGTON ROAD	V2 COLLIDED WITH REAR OF TURNING V1	TRAVELLING TOO FAST FOR CONDITIONS, FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED,FOLLOWING TOO CLOSE
66	SAT 06/11/04 14:51	CROUCH END HILL J/W WAVERLEY RD	V2 HIT V1	FULL DETAILS UNKNOWN
79	SAT 20/05/06 04:10	THE BROADWAY 67M N OF J/W CROUCH END HILL	V1 LOST CONTROL	TRAVELLING TOO FAST FOR CONDITIONS, AGGRESSIVE DRIVING, VEHICLE TRAVELLING ALONG PAVEMENT, CARELESS/RECKLESS/IN A HURRY
90	SUN 01/10/06 20:17	CROUCH HILL J/W CHRIST CHURCH ROAD	V1 PULLED OUT INTO THE PATH OF V2	DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS, VISION AFFECTED - STATIONARY OR PARKED VEHICLE, FAILED TO LOOK PROPERLY
123	SAT 25/10/08 01:05	PARK ROAD J/W RAMSEY COURT	PED CROSSED ROAD INTO PATH OF V1.	FAILED TO LOOK PROPERLY
147	THU 05/03/09 11:12	HERMISTON AVENUE CROSSROADS J/W ROKESLY AVENUE	V1 PULLED OUT ONTO PATH OF V2	FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED, DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS, FAILED TO LOOK PROPERLY
151	FRI 16/11/07 14:40	TOTTENHAM LANE 20M SE J/W MONTAGUE ROAD	V1 DID NOT STOP AT CROSSING, V1 HIT PED IN CROSSING	DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS, FAILED TO LOOK PROPERLY
158	SUN 20/02/05 15:20	RUSSELL RD 31M E J/W BIRCHINGTON RD	DETAILS NOT KNOWN AT TIME OF REPORTING	DETAILS NOT KNOWN AT TIME OF REPORTING
161	FRI 24/12/04 15:00	COLERIDGE ROAD 25M W OF J/W CROUCH END HILL	V1 HIT PED	CARELESS/RECKLESS/IN A HURRY)
182	FRI 31/10/08 19:55	MOUNT VIEW ROAD J/W ALBANY ROAD	PED RAN OUT INTO THE PATH OF V1	(FAILED TO LOOK PROPERLY

Source: LAU unit

Public transport accessibility

- 3.25 The site is located in an area with a public transport accessibility level (PTAL) of 3, as shown on LBH's UDP PTAL map contained as **Appendix E**. PTAL is used by Transport for London and the London Boroughs to measure the public transport accessibility of a location. A level of 1 indicates poor accessibility and a level of 6 indicates excellent accessibility. Hornsey town hall has an average to good level of accessibility. The following paragraphs describe the bus and rail services available in the local area.

Bus services

- 3.26 There are six bus routes which operate along The Broadway (A103). There are also further stops along Tottenham Lane (A103) and Crouch Hill (A1202). **Figure 3** shows a schematic map of local bus services. The site is well placed for residents and employees to take advantage of the variety of bus services available.
- 3.27 The closest bus stops to the site are located on The Broadway (Stops CC and CD on **Figure 3**). Bus Stop (CC), 70 metres from the HTH site entrance, offers access to the W7 southbound service passing along The Broadway (A103) towards Finsbury Park LUL Station (the nearest Rail/LUL interchange) and Crouch Hill NR station. The nearest northbound bus stop (CD), 100 metres from the site entrance, is provided on The Broadway (A103) and runs services W7 and W5 towards Muswell Hill and Archway respectively. Bus stops (CC) and (CD) have bus shelters, real time information, seating benches, ticket boxes and bus timetable information.
- 3.28 **Table 3.6** below summarises the daytime bus services operating within close proximity of the site; together with their daily frequencies and route summaries. **Table 3.7** shows night bus services and frequencies for local bus stops.
- 3.29 **Table 3.6** shows that there are 50 buses travelling northbound along The Broadway (A103) during the peak hours, and 31 buses travelling southbound. Both **Table 3.6** and **Table 3.7** show that bus services stopping at The Broadway (A103) provide a good level of coverage of local areas and a range of services. A variety of routes operate close to the site and provide a good level of connectivity to key destinations, facilities and major transport hubs across London, including frequent services into the City Centre. The W7, W3 and 210 bus services operate from HTH to Finsbury Park Bus Station where interchange to other bus services or to London Underground or National Rail services is possible.

Table 3.6 Bus service information

Location	Nearest Stop	Route	End Destination	Frequency per hour (Peak hour)
Northbound				
The Broadway	CD	W7	Muswell Hill	5
The Broadway	CD	W5	Archway	12
Tottenham Lane	CA	41	Tottenham Hale	6
The Broadway	CA	W5	Haringey	12
Crouch Hill	CS	W3	Northumberland Park	5
Crouch Hill	CS	210	Brent Cross	10
<i>Sub Total</i>				<i>50</i>
Southbound				
The Broadway	CC	W7	Finsbury Park	5
Tottenham Lane	CB	41	Archway	6
Tottenham Lane	CB	91	Trafalgar Square	7
Crouch Hill	CT	W3	Finsbury Park	5
Crouch Hill	CT	210	Finsbury Park	8
<i>Sub Total</i>				<i>31</i>
Total two way buses				81

Source: <http://www.tfl.gov.uk/>

Table 3.7 Night Bus service information

Location	Nearest Stop	Route	End Destination	Frequency per hour
Tottenham Lane	CA	N41	Tottenham Hale	2
Tottenham Lane	CB	N41	Trafalgar Square	2
Tottenham Lane	CA	N91	Cockfosters	2
Tottenham Lane	CB	N91	Trafalgar Square	2
Total two way buses				8

Source: <http://www.tfl.gov.uk/>

London underground limited (LUL) services

Finsbury Park LUL station

- 3.30 The Victoria and Piccadilly lines are available at Finsbury Park LUL station. Finsbury Park LUL station lies within a 15 minute bus journey (with three bus services available from The Broadway) or a 10 minute cycle journey of the site. **Table 3.8**

below summarises the routes and frequency of services available. There is no car parking provision at the station but there is a public cycle park with 125 cycle racks.

Table 3.8 Finsbury Park LUL service information

Line	Route Destination	Peak Hour Frequency
Victoria Line	Brixton – Victoria – Oxford Circus – Euston – Finsbury Park – Tottenham Hale – Walthamstow Central	28
Piccadilly Line	Cockfosters – Finsbury Park – Russell Square – Covent Garden – Leicester Square – Earl’s Court - Acton Town - Uxbridge	13
Piccadilly Line	Cockfosters – Finsbury Park – Russell Square – Covent Garden – Leicester Square – Earl’s Court - Heathrow Terminal 4	14
Piccadilly Line	Cockfosters – Finsbury Park – Russell Square – Covent Garden – Leicester Square – Earl’s Court - Heathrow Terminal 5	10
Total Peak Hour Services		55

Source: <http://www.tfl.gov.uk/>

3.31 **Table 3.8** shows that a high frequency of Underground services running into a variety of central and outer London destinations can be accessed from Finsbury Park LUL station. These services provide direct connectivity with both the wider LUL network and the wider strategic NR network.

3.32 The Victoria line upgrade will allow 33 trains per hour to run by 2013 with a 16% reduction in journey times.

Turnpike Lane station

3.33 Turnpike Lane Underground station is also within a 10-minute cycle ride from Hornsey Town Hall and provides alternative access to the Piccadilly line

National rail (NR) Services

Finsbury Park NR station

3.34 **Table 3.9** summarises the NR services offered from Finsbury Park NR station along with the train frequencies of each service. All services from Finsbury Park station are operated by First Capital Connect.

Table 3.9 Finsbury Park NR Services and Frequencies

Route Destinations	Route	Am Peak	Pm Peak	Inter-peak Hour Frequency
Moorgate	Highbury and Islington	9	5	6
Kings Cross	-	8	4	4
Welwyn Garden City	Hornsey – New Barnet – Hatfield	5	5	4
Hertford	Palmer's Green - Enfield	2.5	5	3
Cambridge	Stevenage – Biggleswade - Huntingdon	2	2	2
Peterborough	Welwyn Garden City – Stevenage - Royston	2	2	2
Total Two Way Flows per hour				21

Source: www.nationalrail.co.uk

- 3.35 **Table 3.9** shows that frequent services into central London destinations such as Moorgate, Kings Cross and Old Street operate throughout the AM peak period. The table also shows that regular services operate throughout the day to a variety of destinations within Greater London and beyond.

Crouch Hill NR station

- 3.36 Crouch Hill NR station provides one service which runs between Gospel Oak and Barking. The service frequencies of this route are detailed in **Table 3.10**. The services operating out of Crouch Hill NR station are London Overground Services.

Table 3.10 Crouch Hill NR service information

Route Destinations	Am Peak	Pm Peak	Inter-peak Hour Frequency
Gospel Oak – Upper Holloway – Crouch Hill – Haringey Green Lanes – South Tottenham – Blackhorse Road – Walthamstow Queens Road – Leyton Midland Road – Leytonstone High Road – Wanstead Park – Woodgrange Park - Barking	3	3	3
Barking - Woodgrange Park - Wanstead Park - Leytonstone High Road - Leyton Midland Road - Walthamstow Queens Road - Blackhorse Road - South Tottenham - Haringey Green Lanes – Crouch Hill - Upper Holloway - Gospel Oak	3	3	3
Total Two Way Flows per hour			6

Source: www.nationalrail.co.uk

Taxis

- 3.37 There are two taxi bays on Crouch End Hill within a 5 minute walk of the HTH site.

4. Policy Context

4.1 This chapter outlines the transport planning policy background against which the proposed development must be reviewed. For the purposes of considering the locational suitability of the development site the following documents will be of particular importance:

- Planning Policy Guidance Note 13: Transport (PPG13) March 2001;
- Mayor's Transport Strategy (July 2001);
- The London Plan (February 2004);
- TfL Cycle Parking Standards (2004);
- London Borough of Haringey Unitary Development Plan (LBH UDP) (July 2006); and
- Haringey's Local Development Framework (LDF) (May 2009).

PPG13 (March 2001)

4.2 The main aim of the PPG13, adopted in 2001, is to reduce dependence on the private car. Local Authorities are encouraged to adopt rigorous parking standards where appropriate, with lower provisions expected in areas of high public transport accessibility.

4.2 Paragraph 4 of PPG13 sets out the following objectives:

'promote more sustainable transport choices for both people and for moving freight;

promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and

reduce the need to travel, especially by car.'

4.3 To ensure the delivery of the above objectives PPG13 also contains the measures that Local Authorities should take into account when preparing development plans and considering planning applications. Relevant measures for the new development are presented below taken from Paragraph 6 of PPG13:

'ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling;

use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys'

- 4.4 Car parking is dealt with in Paragraphs 49 to 59 of PPG13. Paragraph 49 highlights the influence of parking on individual travel behaviour. It states that:

'Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.'

- 4.5 Paragraph 51 of PPG13 states that in developing and implementing policies on parking, Local Authorities should :

'1. ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable travel choices; and

'2. not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls'.

- 4.6 Elsewhere Paragraph 51 notes that consideration should be given to parking provisions for disabled drivers, cyclists and motorcyclists.

- 4.7 Paragraphs 52 – 56 deal specifically with parking standards, which should be maxima and designed to operate as part of a package of measures aiming to tackle congestion and promote sustainable transport choices, promote linked trips and access to developments for those without the use of a private car.

- 4.8 Annex D of PPG13 recommends maximum standards for England as a whole but notes that regional and local planning authorities may wish to adopt more rigorous standards. Relevant standards are provided in **Table 4.1** below:

Table 4.1 Relevant Maximum Car Parking Standards

Use	National Maximum Parking Standards (1 space per square metre of gross floor space unless otherwise stated)	Threshold from and above which standards apply (gross floor space)
Cinemas and conference facilities	1 space per 5 seats	1000m ²
D2 (other than cinemas, conference facilities and stadia)	1 space per 22m ²	1000m ²
B1 including offices 1 space per 30m ² 2500m ²	1 space per 30m ²	2500m ²
Food retail	1 space per 14m ²	14m ² 1000m ²

Source: PPG13

4.9 Paragraph 75 of PPG 13 states that;

‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres’.

4.10 This paragraph also notes that walking often forms part of a longer journey by public transport or car. PPG13 goes on to state in Paragraph 78 that;

‘Cycling also has potential to substitute for short car trips, particularly those under 5 km and to form part of a longer journey by public transport’.

4.11 Due to the good level of public transport accessibility to the site the proposed development will have a reduced level of car parking provisions to the recommended standards. The proposals include the provision of 65 car parking spaces onsite including 49 private car parking spaces, 3 car club spaces and 13 visitor parking bays.

Mayor’s Transport Strategy (July 2001)

4.12 The Mayor’s Transport Strategy (MTS), adopted in July 2001, sets the policy framework for transport in London. Chapter 2 identifies the challenges faced by London over the past two decades in relation to rising population, rapid economic growth, increasing employment and growing tourism. Over this period investment in transport was insufficient and didn’t provide enough capacity to accommodate the economic and demographic growth.

4.13 The fundamental aims of the MTS are to support investment in public infrastructure and services to accommodate growth in London. The transport challenges which must be met by the MTS are summarised in Paragraph 2.4 and are identified as;

-
- *‘Supporting London as a growing and prosperous city;*
 - *Promoting London as a fair city and a city for people;*
 - *Promoting London as a green city; and*
 - *Making London an accessible city’.*

4.14 The Mayor’s vision is to develop London as a strong, diverse economy which is socially inclusive and diligent with regard to the environment. Paragraph 3.7 outlines the government’s objectives for sustainable development in the UK as a whole listed as;

- *‘Social progress which recognises the needs of everyone;*
- *Effective protection of the environment;*
- *Prudent use of natural resources; and*
- *Maintenance of high and stable levels of economic growth’.*

4.15 Policy 3.1 notes that the Mayor of London will seek to work in partnership to implement the Transport Strategy with the government, London boroughs, bus and rail operating companies and other GLA functional bodies. Policy 3.2 notes that the Mayor will seek to involve transport user groups and individuals to help implement the strategy.

4.16 Policy 3.4 notes that transport improvements required to facilitate sustainable economic growth, social development and environmental improvement will be worked towards by TfL and the London Development Agency (LDA).

4.17 Policy 3.5 states that the government aims to promote and support sustainable forms of residential and town centre development, by:

- *applying Sustainable Residential Quality principles for residential areas;*
- *ensuring residential developments are located within easy reach of existing or new public transport links; and*
- *seeking to improve public transport access and the pedestrian environment in town centres.*

-
- 4.18 Policy 3.6 seeks to improve London's cultural life relevant to the proposed development by

'supporting growth in tourism, sport, and the cultural and creative industries in London'.

- 4.19 Policy 3.7 notes that London boroughs should give due weight to the following matters in relation to planning applications and development plans, where appropriate;

'that development should be planned and located with the aim of providing a range of attractive and convenient travel choices, and encouraging alternatives to car use, in accordance with PPG13, in particular, new high density trip generating development should be located in areas that are, or will be made, accessible by public transport, taking account of public transport capacity;

the provision of developer contributions for transport measures where appropriate and reasonably related to the development proposal;

the provision of transport assessments for major new trip generating development proposals – these should include information about how travel behaviour will be influenced by the proposed development, and how public transport, walking and cycling will be encouraged. Workplace travel plans should be produced where appropriate.'

- 4.20 Policy 3.8 states that TfL, the GLA, the London boroughs, and the LDA will work together and with other key partners to identify and promote:

'suitable sites for high quality, carefully designed, higher density and mixed use development in locations where there are high levels of public transport access and capacity;

- 4.21 Chapter 4 of the MTS focuses on improving London's Transport System. It is split into 12 sub-chapters which each focus on a particular aspect of transport in London, relevant to this development are streets for all: promoting walking and cycling, taxis and private hire vehicles and community transport. Each policy within these sub-chapters relate to how TfL and the London boroughs seek to improve each aspect of the transport system in London.

London Plan (February 2004)

- 4.22 The London Plan (LP), adopted February 2004, is the strategic plan for London which sets out an integrated social, economic and environmental framework for development over 15 – 20 years. There are three themes set out within the LP which are consistent throughout the strategies. These are growth, equity and sustainable development.

4.23 It is noted that alterations to the LP have been made since publication in February 2004. Early alterations addressed housing provision, waste and minerals and were published in December 2006. Later alterations were published more recently in February 2008, primarily to address climate change. As the alterations do not have a direct bearing on the issues addressed in this TA, they are not considered further.

4.24 Under Section 1 Positioning London, Paragraph 1.32 of the LP states that;

'The attraction of London as a place to work, study, live and visit is likely to continue – and in turn to place pressure on the supply of homes, workplaces, hotels, services and the environment and the transport system'.

4.25 Section 3C Connecting London aims to improve London's accessibility. Policy 3C1 seeks to integrate transport and development by;

'encouraging patterns and forms of development that reduce the need to travel especially by car...[and] supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility'.

4.26 The proposal meets this requirement insofar as the site location has a good level of public transport accessibility in terms of both choice, frequency and availability

4.27 Paragraph 3.164 identifies schemes which the Mayor of London is responsible for. The following priorities will be considered when the Mayor assesses applications:

'Connecting areas of high unemployment with major new employment opportunities, Reducing the overall need to travel by providing improved local connections by walking, cycling and more sustainable modes of motorised transport'.

4.28 Policy 3C.16 of the LP states how the mayor intends on tackling congestion and reducing traffic. In particular, it notes that

'UDP policies should utilise appropriate controls over developments in terms of location, scale, density, design and mix of land uses, together with the associated provision of parking, to help deliver reductions in traffic and improve conditions for people who use public transport, walk or cycle'.

4.29 Policy 3C.20 states that LBH UDP policies should;

'ensure that safe, convenient, accessible and direct pedestrian access is provided from new development to public transport nodes and key land uses, taking account of the need to connect people to jobs, to town centres and to schools'.

4.30 Policy 3C.21 focuses on improving conditions for cyclists, Section 7 of this report also details routes which are already in place for cyclists on roads adjacent to the site, routes in the wider surrounding area and routes which link to local residential hubs.

4.31 The parking strategy for the LP is referenced in Policy 3C.22.

'The mayor, in conjunction with boroughs, will seek to ensure that on-site car parking at new developments is the minimum necessary and that there is no over-provision that could undermine the use of more sustainable non-car modes. The only exception to this approach will be to ensure that developments are accessible to disabled people.'

4.32 Policy 3C.22 goes on to note that LBH UDP policies should:

'adopt the maximum parking standards set out in the annex on parking standards (Annex 4) where appropriate, taking account of local circumstances and allowing for reduced car parking provision in areas of good public transport accessibility,

- Recognise the needs of disabled people and provide adequate parking for them;*
- Take account of the needs of business for delivery and servicing movements; and*
- Encourage good standards of car parking design.*

4.33 Paragraph 12 of Annex 4 of the LP states that

'All developments in areas of good public transport accessibility and/or town centres should aim for less than 1 space per unit. The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on site or convenient dedicated on-street spaces, are identified for occupants.'

4.34 With regard to parking for mixed use developments, paragraph 23 of Annex 4 states that there is an expectation that:

'parking provision for mixed use developments will be significantly lower than the national standards in PPG13 to reflect higher levels of public transport access within London.'

4.35 Paragraph 28 of Annex 4 notes that:

'It is not possible to prescribe parking standards for mixed/multi-use developments as these differ widely...The Transport Assessment will need to take into appropriate account of public transport accessibility and highway network capacity'

- 4.36 The LP notes that Public Transport Accessibility Levels (PTAL) have been adopted by TfL to produce a consistent London wide public transport access mapping facility. These assist London boroughs with locational planning and the assessment of appropriate parking provision by measuring broad public transport accessibility levels. Paragraph 8 of annex 4 of the LP also notes that *'there is evidence that car use reduces as access to public transport, as measured by PTAL increases. Therefore, given the need to avoid over-provision, car parking provision should also reduce as public transport accessibility increases'*.
- 4.37 The proposed development has a PTAL level of 3, as shown in **Appendix E**, according to the LBH UDP which is good possible level of accessibility. This suggests that a reduced amount of car parking provision is a favourable option for the proposed development insofar as public transport can adequately accommodate the majority of trips which will be made to and from the site.
- 4.38 Paragraphs 35 and 36 discuss parking provision and disabled drivers noting a flexible approach should be taken by boroughs to ensure there is a sufficient amount of spaces available. Paragraph 37 and 38 note that TfL has indicative guidance on cycle parking and motorcycle parking provision which should accord with PPG13.

TfL cycle parking standards (2004)

- 4.39 The LP states that the Mayor will use standards applied by TfL to their schemes when considering cycle parking provision for strategic developments. Accordingly the document entitled *Cycle Parking Standards* has been reviewed. The standards contained in this document are minima and are summarised in **Table 4.2**. It is understood that the cycle parking standards are currently being up-dated and a revised document is anticipated in the coming months.

Table 4.2: TfL Cycle Parking Standards

Land Use	Location	TfL * Minimum 2 spaces
A1	Shops (Food Retail)	Out of town 1/350m ² * Town centre/Local shopping centre 1/125m ² *
A3	Food and Drink (Restaurants and Cafes)	1/20 staff for staff + 1/20 seats for visitors
B1	Business (Offices)	1/250m ² *
C3	Flats	1/Unit
	Dwelling Houses	1/1 or 2 bed dwelling, 2/3+ bed dwelling
D1	Non – Residential Institutions (Libraries)	1/10 staff + 1/10 staff for visitors
D2	Assembly and Leisure (Theatres, cinema)	1/20 staff for staff + 1/50 seats for visitors

London Borough of Haringey Unitary Development Plan (UDP), (July 2006)

- 4.40 The LBH UDP was adopted in July 2006 and set out the long term strategic goals for land use, alongside planning policies and standards that will be used to make decisions on planning in the borough until July 2009. LBH is preparing a replacement document known as the Local Development Framework (LDF) which will soon replace the LBH UDP. It is noted that the LBH UDP pre-dates both PPG13 and the LP.
- 4.41 From the 17 July 2009 Haringey's UDP and Proposals Map have been saved in accordance the LBH direction, setting out which polices are saved and will continue to be used for the determination of planning applications; and which policies are not saved and therefore are no longer used. The LBH UDP has been used within this report to establish the parking standards for the site as the Core Strategy does not advise on parking standards. The car parking standards as set out in the UDP are discussed in Chapter 8.

London Borough of Haringey Local Development Framework (May 2009)

- 4.42 The Haringey LDF is made up of a three documents as follows. Of the three documents provided the Core Strategy is of relevance to the HTH site.
- Core Strategy;
 - Central Leaside Area Action Plan; and
 - North London Waste Plan (NLWP).

A New Plan for Haringey 2011-2026 - Core Strategy Preferred Options (May 2009)

- 4.43 The Core Strategy is the key strategic guidance in Haringey's LDF. This will replace the Unitary Development Plan (UDP) as the overarching planning guide for the borough.
- 4.44 The Core Strategy will set out the vision and key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies to identify a vision for Haringey as a place to live, work and visit and will contain key policies and an implementation framework to deliver the vision.
- 4.45 The consultation documents will set out 12 policy proposals on how the borough will manage issues of housing, climate change, transport, employment, leisure, retail, open space, and design up until 2026.

4.46 The Core Strategy, outlined on Page 13, provides the LBH vision for Crouch End which is as follows:

- To ensure that the retail activity of Crouch End District Town Centre is preserved; and
- To provide a variety of housing, employment, community and education facilities in the area.

4.47 Paragraph 48 outlines the key challenges facing transport within Haringey. The document states that the level of car ownership and use continues to rise placing increasing pressure on the boroughs roads and parking facilities. In turn travel patterns are becoming more complex during peak hours. Paragraph 48 states:

'The borough is relatively well served by north-south routes, but movement east-west, particularly by public transport is often difficult. Increasing car use and road congestion can harm local air quality, and in turn affect the health of residents. The Council wants to promote travel in Haringey so that it's safe, easy, and healthy and does not harm our local environment or contribute to climate change. In response, a package of measures is required to restrict car use, promote sustainable transport options and change travel behaviour.'

4.48 A designated RTP and WTP will be provided for the HTH site alongside suitable measures to encourage a reduction in car use. The HTH site will also provide an under provision of car parking in comparison to the maximum parking provisions provided by the LBH in the UDP.

Managing Demand

4.49 According to the Core strategy a key strategic policy of the LBH is to manage growth. Therefore, new development will be directed to Haringey Heartlands, Tottenham Hale, Wood Green Metropolitan Town Centre and all town centres in ensuring strong, healthy and sustainable communities in Haringey.

4.50 The Council's preferred option responds to the government agenda of making best and efficient use of land from all sources of supply, with growth being concentrated in areas with significant redevelopment opportunities. These growth areas are at or near locations with good public transport accessibility, in close proximity to services and facilities and at locations capable of meeting high numbers of homes and other infrastructure to help build sustainable communities.

4.51 The proposed HTH scheme is a mixed use development which will contribute to enhancing existing employment opportunities whilst introducing new residential and community orientated land uses.

Movement

4.52 The key transport related issues facing North London are outlined below:

- Rail and underground services are predominantly radial and, related to this, is a lack of good quality orbital public transport which results in increased car dependence;
- Many of the sub-region's strategic road and rail networks are at capacity at peak times;
- Traffic congestion, particularly on the A406, and its impact on the environment, business efficiency, health and quality of life;
- Most journeys on the North Circular Road start and end within North London so a high proportion of congestion is produced within the sub region;
- Poor accessibility to the sub-region's opportunity areas, especially along the Lee Valley, means that the area is not currently maximising its economic potential;
- Poor air quality particularly on the strategic road network. For most pollutants a decrease is projected with implementation of the National Air Quality Strategy; and
- The car dominates mobility of North London's residents.

4.53 The HTH site will provide 3 designated on site car club parking bays for residents of the development. This will encourage residents to use the car club fleet for longer journeys. The use of walking, cycling and public transport will be actively encouraged through marketing schemes at the point of sale of the dwellings and through public transport incentives by the developer. Alternatively for employees, at the site, car sharing will be promoted amongst staff and a noticeboard will provide walking and cycling maps, updated information on sustainable travel opportunities, locations of cycle parking facilities in the area and the level of service of nearby railway stations.

5. Trip Generation and Distribution

- 5.1 This section of the TA assesses the change in trip generation between the existing use of the site and the proposed uses of the site. Because the site is not fully occupied at present, the first part of the assessment calculates the number of trips that would be generated if the site was fully occupied. This provides the currently permitted trip generation (Part A).
- 5.2 The second part of the assessment calculates the trip generation of the proposed uses (Part B) and compares this to the permitted uses (Part A) to identify the trip generation impact of the proposals.
- 5.3 The assessment of trips generated by both the existing and proposed development has been based on sites selected from the TRAVL 8.11 database. The sites were selected in terms of their similarities to the proposed HTH.
- 5.4 A schedule showing the existing and proposed land use areas has been prepared by the project architects (JMP) and is included as **Appendix F**. The trip generation calculation and the justification for the selection of sites from within the TRAVL database is included within **Appendix G** (Part A – The existing site) and **Appendix H** (Part B – The proposed site).

Part A – The existing site

- 5.5 The HTH redevelopment site comprises of a number of existing buildings, including, the town hall, clinic, Broadway annex and mews office.
- 5.6 The library is outside the redline boundary and its use will not change as a result of the proposals, therefore the trip generation associated with the library use is not considered as part of this assessment. The clinic is currently used as council offices, but will be demolished as part of the proposed development. The other elements of the site are also currently used as council offices.
- 5.7 The existing site is occupied by 8,200 m² of B1 Office use. **Table 5.1** below shows the predicted existing trips by all modes in the AM (0800-0900) and PM (1700-1800) peak hours.

Table 5.1: Multi Modal Trip Rates and Trip Generation (per 100m²) for B1 Use

Site Description (m ²)	Type of Trip Rate	Time Band	Trip Rate			Total Trips		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Existing HTH (6,670) Broadway Annex (1,396) Mews Office (134) Clinic (556) TOTAL (8,756)	Car Driver	08:00 – 09:00	1.22	0.13	1.35	107	11	118
		17:00 – 18:00	0.08	0.97	1.05	7	85	92
	Car Passenger	08:00 – 09:00	0.23	0.03	0.26	20	3	23
		17:00 – 18:00	0.02	0.20	0.22	2	18	20
	Pedestrians	08:00 – 09:00	0.19	0.03	0.22	16	2	18
		17:00 – 18:00	0.04	0.20	0.24	2	18	20
	Public transport	08:00 – 09:00	0.07	0.01	0.08	21	3	24
		17:00 – 18:00	0.01	0.08	0.09	4	23	27
	Cyclists	08:00 – 09:00	0.04	0.00	0.04	4	0	4
		17:00 – 18:00	0.00	0.02	0.02	0	2	2
	Total People	08:00 – 09:00	1.92	0.20	2.12	169	20	189
		17:00 – 18:00	0.16	1.66	1.82	17	146	163

5.8 **Table 5.1** shows that, the permitted person trip generation of the existing site is 189 predominantly inbound two-way trips in the AM peak hour and 163 predominantly outbound two-way trips in the PM peak hour. The total vehicle trips generated by the existing site would be 128 vehicles in the AM peak hour and 92 vehicles in the PM peak hour. Full details regarding the derived existing trip generation are provided in **Appendix G** of this report.

Existing modal split

5.9 **Table 5.2** outlines the modal split for the existing site. **Table 5.2** shows the highest proportion of trips at present is from car drivers and passengers in both the AM peak (75%) and PM (70%) peak.

Table 5.2: Existing Site AM and PM Peak Modal Splits

Mode	AM (%)	PM (%)
Car Driver	62	56
Car Passenger	12	12
Pedestrians	11	13
Public transport	13	17
Cyclists	2	1
TOTAL	100%	100%

5.10 Pedestrian and public transport trips account for 24% of all two-way person trips in the AM peak and 30% in the PM peak. Cycle trips constitute a small proportion of trips generated with 2% of all trips in the AM peak and 1% in the PM peak.

Part B – Proposed trip generation

- 5.11 The HTH development will include the following land uses: Sui Generis, A3, A4, D1 and D2 (4,701 m²), C3 dwelling houses (123 no.), A1 retail (334 m²), and B1 business (248m²).
- 5.12 As stated in Paragraph 5.4, a schedule showing the existing and proposed land use areas has been prepared by the project architects (JMP) and is included as **Appendix F**. The trip generation calculation for the development proposals and the justification for the selection of sites from within the TRAVL database is included within **Appendix H**.

Non residential uses

- 5.13 The Sui Generis, A3, A4, D1 and D2 uses will consist of an area of 4,701 m². As shown in **Table 5.3** the proposed development generates a total of 10 two-way person trips in the AM peak and 66 in the PM peak. Ten two-way vehicle trips and Twenty-one two way vehicle trips are generated by car drivers in the AM and PM respectively.

Table 5.3: Multi Modal Trip Rates and Trip Generation (per 100 m²) for D1 use

Site Description (m ²)	Type of Trip Rate	Time Band	Trip Rate			Total Trips		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed HTH (4,701) TOTAL (4,701)	Car Driver	08:00 – 09:00	0.10	0.10	0.20	5	5	10
		17:00 – 18:00	0.34	0.08	0.42	16	4	20
	Car Passenger	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.17	0.02	0.19	8	1	9
	Pedestrians	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.18	0.13	0.31	8	6	14
	Public Transport	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.21	0.19	0.37	10	8	18
	Total People	08:00 – 09:00	0.10	0.10	0.20	5	5	10
		17:00 – 18:00	0.90	0.40	1.30	42	19	61

Linked trips

Cinema / theatre

- 5.14 The proposed cinema will consist of two auditorium art houses with maximum capacity of 52 and 83 seats. It is therefore considered that there may be a small number of servicing trips that will take place in the AM and PM peak hours for the cinema. These have been assumed to be 5 trips in and 5 trips out in both peak hours.

Assembly hall use

- 5.15 The assembly hall theatre will open between 08:00 until 10:30 – 11:00 at night. The facilities will be available to tenants first from 08:00 and to the general public from

10pm. The assembly hall has been assessed under non residential uses and it has been assumed that there will be 5 trips in and 5 trips out in both peak hours.

Restaurants and cafés

- 5.16 There will be 370 m² and 189 m² of restaurant and café land use in the west wing café and ground floor respectively. It is expected that trips to the restaurant and café will generally form part of linked trips related to the performance venues and other leisure trips associated with the HTH site. The five trips in and five trips out assumed for the cinema and theatre are considered to be sufficiently robust to also account for the peak hour trip generation in the restaurant and café uses.

Residential use

- 5.17 The development will create 123 residential dwellings. **Table 5.4** shows the trip rates by all modes of travel which will be generated by the residential element of the proposed development in both the AM peak hour (0800-0900) and the PM peak hour (1700-1800).

Table 5.4: Multi Modal Trip Rates and Trip Generation (per dwelling) for C3 use

Site Description (m ²)	Type of Trip Rate	Time Band	Trip Rate			Total Trips		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Town Hall Link Block (6) Town Hall East Wing (13) Broadway Annexe (8) Mews Office (4) Block A (66) Block B (26) TOTAL (123)	Car Driver	08:00 – 09:00	0.05	0.13	0.18	6	16	22
		17:00 – 18:00	0.20	0.08	0.28	25	10	35
	Car Passenger	08:00 – 09:00	0.00	0.30	0.30	0	37	37
		17:00 – 18:00	0.10	0.07	0.17	12	9	21
	Motorcycle	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.05	0.03	0.08	6	4	10
	Public Transport	08:00 – 09:00	0.14	0.72	0.86	17	89	106
		17:00 – 18:00	0.55	0.58	1.13	68	71	139
	Pedestrians	08:00 – 09:00	0.05	0.24	0.29	6	30	36
		17:00 – 18:00	0.18	0.19	0.37	22	23	45
Cyclists	08:00 – 09:00	0.00	0.00	0.00	0	0	0	
	17:00 – 18:00	0.08	0.05	0.13	10	6	16	
Total People	08:00 – 09:00	0.23	1.40	1.63	29	172	201	
	17:00 – 18:00	1.15	1.00	2.15	143	123	266	

- 5.18 As shown in **Table 5.4**, the residential part of the proposed development will produce a total of 201 two-way person trips in the AM peak hour and 266 two-way person trips in the PM peak hour. It is anticipated that there will be 22 vehicular trips in the AM peak hour and 35 in the PM peak hour as well as 106 public transport trips in the AM peak and 139 trips in the PM peak.

Office use

- 5.19 The proposed office uses will consist of a total area of 248 m². **Table 5.5** shows the

trip rates for anticipated person trips by all modes of travel which will be generated in both the AM peak hour (0800-0900) and the PM peak hour (1700-1800) by the office element of the proposed development.

- 5.20 In summary, the proposed development will generate a total of 5 two way person trips in the AM peak and 11 two way person trips in the PM peak. It is anticipated that their will be 0 car trips in total to and from the development in the AM and PM peak hours.

Table 5.5: Multi Modal Trip Rates and Trip Generation (per 100m²) for B1 use

Site Description (m ²)	Type of Trip Rate	Time Band	Trip Rate			Total Trips		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Broadway Annex (248) TOTAL (248)	Car Driver	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.00	0.00	0.00	0	0	0
	Car Passenger	08:00 – 09:00	0.00	0.00	0.00	0	0	0
		17:00 – 18:00	0.00	0.00	0.00	0	0	0
	Cycle	08:00 – 09:00	0.22	0.00	0.22	1	0	1
		17:00 – 18:00	0.00	0.66	0.66	0	2	2
	Pedestrians	08:00 – 09:00	0.90	0.00	0.90	2	0	2
		17:00 – 18:00	0.23	1.69	1.92	1	4	5
	Public Transport	08:00 – 09:00	0.87	0.00	0.87	2	0	2
		17:00 – 18:00	0.22	1.62	1.84	1	4	5
	Total People	08:00 – 09:00	1.99	0.00	1.99	5	0	5
		17:00 – 18:00	0.44	3.98	4.42	1	10	11

Shop use

- 5.21 The proposed shop has an area of 334 m². **Table 5.6** shows the proposed development generates a total of 72 two way person trips in the AM peak and 77 in the PM peak. Twelve two-way vehicle trips will be generated in the AM peak and six two way vehicle trips will be generated in PM peak. A high proportion of pedestrian trips are generated in both the AM Peak (53 no.) and PM peak (67 no.).

Table 5.6: Multi Modal Trip Rates and Trip Generation (per 100 m²) for A3 use

Site Description (m ²)	Type of Trip Rate	Time Band	Trip Rate			Total Trips		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Broadway Annex (334) TOTAL (334)	Car Driver	08:00 – 09:00	3.60	0.00	3.60	12	0	12
		17:00 – 18:00	0.80	0.80	1.60	3	3	6
	Pedestrians	08:00 – 09:00	6.53	9.98	16.51	22	33	55
		17:00 – 18:00	10.36	10.36	20.73	34	35	69
	Public Transport	08:00 – 09:00	0.27	0.42	0.69	1	1	2
		17:00 – 18:00	0.43	0.43	0.86	1	2	3
	Cyclists	08:00 – 09:00	0.40	0.40	0.80	1	2	3
		17:00 – 18:00	0.00	0.00	0.00	0	0	0
	Person	08:00 – 09:00	10.8	10.8	21.6	36	36	72
		17:00 – 18:00	11.6	11.6	23.2	38	39	77

Proposed trip generation

5.22 **Table 5.7** shows the anticipated trips by all modes of travel which will be generated in both the AM peak hour (0800-0900) and the PM peak hour (1700-1800) by the proposed development.

Table 5.7 Total Trip Generation for the Proposed Development – AM and PM peak

Sub Land Uses	Trip Mode	Trips In AM	Trips Out AM	Total Trips AM	Trips In PM	Trips Out PM	Total Trips PM
Cinema/Theatre Restaurant/Café Non Residential Institutions	Person	5	5	10	42	19	61
	Car Driver	5	5	10	16	4	20
	Car Passenger	0	0	0	8	1	9
	Pedestrians	0	0	0	8	6	14
	Cyclists	0	0	0	0	0	0
	Motorcycle	0	0	0	0	0	0
	Bus	0	0	0	7	4	11
	Rail	0	0	0	1	1	2
	Tube	0	0	0	3	2	5
Linked trips	Person	5	5	10	5	5	10
	Car Driver	5	5	10	5	5	10
Residential	Person	29	172	201	143	123	266
	Car Driver	6	16	22	25	10	35
	Car Passenger	0	37	37	12	9	21
	Pedestrians	6	30	36	22	23	45
	Cyclists	0	0	0	10	6	16
	Motorcycle	0	0	0	6	4	10
	Bus	10	52	62	40	42	82
	Rail	2	9	11	7	7	14
	Tube	5	28	33	21	22	43
Employment	Person	5	0	5	1	10	11
	Car Driver	0	0	0	0	0	0
	Car Passenger	0	0	0	0	0	0
	Pedestrians	2	0	2	1	4	5
	Cyclists	1	0	1	0	2	2
	Motorcycle	0	0	0	0	0	0
	Bus	2	0	2	1	4	5
Shop	Person	36	36	72	38	39	77
	Car Driver	12	0	12	3	3	6
	Car Passenger	0	0	0	0	0	0
	Pedestrians	22	33	55	34	35	69
	Cyclists	1	2	3	0	0	0
	Motorcycle	0	0	0	0	0	0
	Bus	1	1	2	1	2	3
Person Trips Total		80	218	298	229	196	425
Car Driver Trips Total		22	10	32	24	12	36
Bus Trips Total		13	53	66	49	52	101
Rail Trips Total		2	9	11	8	8	16
Tube Trips		5	28	33	24	24	48

5.23 **Table 5.8** shows the net change between the existing permitted trips and the proposed trip generation figures.

Table 5.8 Net Change of Existing and Proposed Total Trips for HTH

Type of Trip Rate	Time Band	Net Change
Person	08:00 – 09:00	109
	17:00 – 18:00	262
Car Driver	08:00 – 09:00	-64
	17:00 – 18:00	-21
Car Passenger	08:00 – 09:00	14
	17:00 – 18:00	10
Pedestrians	08:00 – 09:00	73
	17:00 – 18:00	111
Motorcycle	08:00 – 09:00	0
	17:00 – 18:00	10
Bus	08:00 – 09:00	52
	17:00 – 18:00	85
Rail	08:00 – 09:00	3
	17:00 – 18:00	7
Tube	08:00 – 09:00	30
	17:00 – 18:00	45
Cyclists	08:00 – 09:00	0
	17:00 – 18:00	16

5.24 In summary, there will be an increase of 109 person trips in the AM peak and 262 person trips in the PM peak. There will be a significant decrease in car driver trips of 64 trips in the AM peak and 21 trips in the PM peak.

Proposed modal split

5.25 **Table 5.9** shows the anticipated overall modal split for the HTH development in the AM and PM peak hours and compares this to the existing modal split. It is shown that there will be a significant change in the permitted use patterns from car driver trips to more sustainable modes such as walking, cycling and public transport.

Table 5.9: Existing and Proposed AM and PM Modal Split

Mode	Existing AM	Proposed AM	Existing PM	Proposed PM
Car Driver	62	18	56	17
Car Passenger	12	12	12	7
Cyclists	2	1	1	4
Pedestrians	10	32	13	31
Motorcycle	0	0	0	2
Bus	7	22	9	24
Rail	2	4	6	4
Tube	4	11	2	11
TOTAL	100%	100%	100%	100%

Impact on Public Transport Facilities

- 5.26 This section of the Transport Assessment considers the impact of the proposed development on the surrounding public transport facilities.

BODS – Bus Origin Destination Survey

- 5.27 Based on Table 5.8 in Section 5 of the report the additional bus passengers generated by the proposed development is 52 in the AM peak hour and 85 in the PM peak hour.
- 5.28 Based on the most recent available BODs data obtained from TfL the impact of the development on local bus services has been considered. All bus routes surveyed show the average number of bus passengers alighting and boarding for the AM and PM peak hours. **Table 5.10** shows the existing passenger volumes on services W7, W5, 91, and 41 which are positioned within 400 metres of the sites entrance.

Table 5.10 Existing PM Peak Hour Bus Passenger Volume

Route	Direction	AM Peak Hour 0800 – 0900		PM Peak Hour 16:00 - 1700	
		Passengers picked up	Passengers departed	Passengers picked up	Passengers departed
W7	Muswell Hill	82	226	73	256
W7	Finsbury Park	436	894	436	894
W5	Harringay	1	15	31	79
W5	Archway	41	100	18	41
91	Trafalgar Square	40	140	29	51
91	Crouch End	0	9	2	27
41	Tottenham	37	212	85	368
41	Archway	49	329	23	187
Total		686	1,925	697	1,903

Source: TfL

- 5.29 There are four bus services within a 400 metre catchment area from the site. At the bus stops within the catchment area there are 2,611 passengers boarding or alighting during the AM peak and 2,600 boarding or alighting during the PM peak. The increase in bus passengers generated by the proposed development is approximately 1.5% in both the AM and PM peak hours which is anticipated to be dispersed in the normal daily variations experienced on buses during weekday peak hours. The proposals are not expected to create any adverse impacts on the bus network.

RODS – Rail Origin Destination Survey

Underground

- 5.30 Based on the most recent available RODs data obtained from TfL the impact of the development on station capacity has been considered. **Table 5.11** shows the

existing passenger volumes at Finsbury Park LUL Station, which serves the Piccadilly and Victoria Lines, in the AM and PM peak hours respectively.

Table 5.11 Existing AM Peak Hour Passenger Volume at Finsbury Park Station

Route	Direction	AM Peak Hour 0800 – 0900		PM Peak Hour 16:00 - 1700	
		Passengers Entering	Passengers Exiting	Passengers Entering	Passengers Exiting
Piccadilly	WB	3,800	386	3,886	2,214
Piccadilly	EB	1,066	4,051	1,240	1,245
Victoria	NB	607	1,535	2,018	4,935
Victoria	SB	9,853	1,704	2,607	948
Total		15,326	7,676	9,751	9,342

Source: TfL

National Rail

- 5.31 Based on the most recent available passenger demand figures obtained from TfL the impact of the development on station capacity has been considered. Table 5.12 shows the existing passenger volumes at Finsbury Park National Rail Station in the AM and PM peak hours respectively.

Table 5.12 Existing Peak Hour Passenger Volume at Finsbury Park NR

Entry / Exit Gate	AM Peak Hour 0800 – 0900		PM Peak Hour 16:00 - 1700	
	Passengers Entering	Passengers Exiting	Passengers Entering	Passengers Exiting
Platforms 1 and 2	525	312	0	346
Platforms 5 and 6	344	48	198	266
Total	869	360	198	612

Source: TfL

Underground and National Rail Service Impact

- 5.32 **Table 5.11** shows that in the AM peak hour a total of 24,231 passengers move through Finsbury Park Station as a whole. These trips account for passengers either terminating or beginning their journeys by tube or national rail services. The addition of the anticipated 75 two-way person trips generated by the proposed development in the AM peak hour will account for a 0.3% increase in relation to existing passenger volumes.
- 5.33 In the same way, **Table 5.12** shows that in the PM peak hour a total of 19,903 passengers move through Finsbury Park Station as a whole. The addition of the anticipated 10 two-way person trips generated by the proposed development will account for a 0.05% increase in relation to existing passenger volumes.

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- 5.34 These small increases are expected to disperse in the normal daily variations experienced at Underground stations during weekday peak hours and are not expected to create any adverse impacts on the network.
- 5.35 Based on the comparison of existing and proposed trip generation it is anticipated that the additional public transport users will have a negligible impact of the existing network surrounding the site which will spread throughout the day.

6. Vehicular Access, Circulation and Parking

6.1 This chapter describes the proposed site access and egress for the development site, including for refuse vehicles and emergency vehicles. Swept path analysis has been undertaken to demonstrate the suitability of the proposals, as shown in **Appendix I**.

Vehicular Access

6.2 The main vehicular access is via Haringey Park. Small vehicles can also access the site via Weston Park. Accessible parking spaces will be provided for the entertainment venue in the Town Square, which can be accessed via Hatherley Gardens. The mews housing will be accessed via the mews off the Broadway.

Proposed Service vehicle access

HTH Servicing Area

6.3 Access to the service yard and refuse collection areas for the HTH site is to the rear of the Town Hall via Haringey Park. The locations and sizes of the refuse collection areas have been agreed LB Haringey's Environmental Management Team and are shown on the JMP's planning application drawing contained as **Appendix A**. The swept path analysis in **Appendix I** demonstrates that large vehicles including 10m rigid HGVs, 16m articulated HGVs and fire tenders can access the site.

Weston Park

6.4 The Weston Park access is only suitable for small cars and vans. There is an existing right of access to two garages, so the route must be maintained although all vehicles to the development will be encouraged to access via Haringey Park. All large vehicles will be instructed that access to the site is only via Haringey Gardens.

Delivery and servicing measures

6.5 The primary areas of management for the servicing and delivery operations for the HTH site will include the following:

- Control of deliveries to the offices to be specific times of day;
- Any peak hour deliveries to be arranged by appointment;
- Routine maintenance of office buildings undertaken outside of peak hours; and

- Management office to monitor servicing area at regular intervals during the working hours to ensure loading bays are kept clear and deliveries are undertaken efficiently.

6.6 The measures outlined above will assist in reducing delivery trips, particularly during peak hours and will increase the availability and use of safe loading facilities.

LBH parking standards

6.7 The LBH UDP is the council's statutory plan relating to the development of land and buildings in the borough. Appendix 1 of the plan outlines the Council's maximum parking standards with the aim of decreasing the number of trips made by private cars whilst seeking to maintain and enhance the viability of existing economic centres and support sustainable regeneration. Minimum parking standards will only be set for disabled parking and for cycle parking.

6.8 The LBH have categorised the borough into 6 levels of public transport accessibility in the UDP categorised as low medium and high (see **Table 6.1**) and have based the level of parking standards on these levels.

Table 6.1 Levels of accessibility

Level	Scoring
Low Levels	1-2
Medium Levels	3-4
High Levels	5-6

6.9 HTH has a PTAL of 3 as shown on Map 7.1 of the UDP (attached as **Appendix E**).

Disabled parking

6.10 On site parking for disabled people will be provided on site at the level advised by the LBH UDP. These spaces will be conveniently located for the purposes they serve. Accessibility to the site from the car park will be free of obstruction for disabled users.

Servicing provisions

6.11 Appendix 1 of the LBH UDP advises that all developments take into account their loading/unloading and servicing needs and adequate space should be provided within the curtilage of the site. The HTH proposals comply with this requirement as described in Paragraphs 6.1 – 6.4.

Proposed parking provision

- 6.12 The following paragraphs include the parking standards for the individual land uses as advised in Appendix 1 of the LBH UDP which states that “*where several different land uses are included in a single proposal the standards should be applied to individual uses*”.

B1 BUSINESS

- 6.13 **Table 6.2** and **Table 6.3** outline the maximum car and disabled parking provisions for the HTH office sites alongside the recommended parking provisions for service vehicles.

Table 6.2 Car Parking, Disabled Parking and Cycle Parking Standards

Public Transport Accessibility. Maximum no. of car parking spaces			Disabled Parking
Low	Medium	High	Minimum Spaces
1 space per 600m ² GFA	1 space per 800m ² GFA	1 space per 1000m ² GFA	2 per 1000m ² GFA or part thereof

Table 6.3 Goods Vehicle Parking and Servicing

Size (GFA)	Minimum No. Spaces
Up to 100m ²	Not normally required
100 – 500m ²	1 space
Over 500m ²	1 extra space for every 500m ² . The minimum bay size for units greater than 500m ² is 3m x 15m.

- 6.14 **Table 6.4** shows based on the GFA of the proposed office land uses (248 m²) the parking provisions which are acceptable to the LBH.

Table 6.4 Proposed Car Parking at HTH for office uses

Type	Maximum Car Parking	Minimum Disabled Parking	Maximum Servicing Parking
Business Use	1	2	1
Total Spaces	4		

C3 RESIDENTIAL

- 6.15 Residential conversions specifically designed for wheel chair users should provide car-parking space within the curtilage of the site wherever possible. There are 12 accessible dwellings in the proposals and 12 accessible parking spaces will be provided.
- 6.16 The following LBH UDP parking standards apply to new residential builds and residential conversions within Restricted Conversion Areas. **Table 6.5** outlines the maximum car parking provisions for the HTH residential land uses.

Table 6.5 Maximum Car Parking Standards

Number of Bedrooms				
Type	1	2	3	4+
Private	1 per unit	1.2 per unit	1.5 per unit	2 per unit
Public	0.7 per unit	0.9 per unit	1.1 per unit	1.5 per unit

- 6.17 The development proposes to generate 123 residential units of which 108 are private 12 are accessible and 3 are affordable as shown in **Table 6.6**

Table 6.6 Proposed Residential Units split between Affordable and Private for HTH

Type	Number of Units		
	Private	Accessible	Affordable
1-Bed Flat	34	1	0
2-Bed Flat	50	11	0
3-Bed Flat	20		0
4-Bed Flat	3		4
Total	107	12	4

- 6.18 **Table 6.7** shows based on the number of dwellings the proposed number of parking spaces for the residential land uses at HTH.

Table 6.7 Maximum parking at HTH for residential uses

Type	Number of Units	Maximum Car Parking	
		Private	Affordable
1-Bed Flat	35	35	0
2-Bed Flat	61	73.2	0
3-Bed Flat	20	30	0
4-Bed Flat	7	6	6
Total	123	144.2	6

A1 SHOPS

6.19 **Table 6.8 – 6.9** outlines the maximum car parking provisions and minimum disabled parking provisions for the HTH shop land use.

Table 6.8 Maximum Car Parking standards for shop uses

Size (m ² GFA)	Public Transport Accessibility		
	Low	Medium	High
Up to 1000	1 space per 30m ²	1 space per 50m ²	1 space per 75m ²
1000 to 2500	1 space per 20m ²	1 space per 35m ²	1 space per 45m ²
2500 & above	Through the Transport Assessment		

Table 6.9 Minimum Disabled Parking standards for shop uses

Size (m ² GFA)	No. of Spaces
Up to 1000	2
Over 1000	2 per 1000

6.20 **Table 6.10** shows based on the GFA of the proposed shop land use (324 m²) the parking provisions which are acceptable to the LBH.

Table 6.10 Proposed Car Parking at HTH for shop uses

Type	Maximum Car Parking	Minimum Disabled Parking
Shop Use	6	2
Total Spaces	10	

D2 LEISURE USE

6.21 As is noted in the LBH UDP because the type and scale of leisure uses may vary greatly the parking provision for this land use will be assessed on an individual basis and for large developments a Transport Assessment might be required, in which case it would inform the parking provision.

6.22 The LBH UDP does advise that a minimum of 5% of the total provision allocated for car parking should be for disabled parking spaces.

- 6.23 For D2 uses the UDP also states for development likely to attract coaches and taxis, adequate space must be provided to allow them to wait and turn within the curtilage of the site.

Summary

- 6.24 **Table 6.11** outlines the maximum proposed car parking and minimum cycle, disabled and service parking provisions which are acceptable according to the LBH UDP.

Table 6.11 Maximum Car Parking at HTH for all Land Uses

Land Use	Maximum Car Parking	Minimum Disabled Parking	Maximum Servicing Parking	Coaches and Taxis
Business	1	2	1	n/a
Residential	150.2	12	n/a	n/a
Shop	6	2	n/a	n/a
Assembly and Leisure	Based on Transport Assessment	5% of car parking provisions allocated	n/a	Based on Transport Assessment
Total	164	4	2	0

Allocation of on-site car parking

- 6.25 The proposals are to allocate 64 parking spaces on the development site in total. This will include 40 residential car parking spaces, 3 car club spaces, 9 residential visitor spaces, 12 residential accessible parking spaces (located at the new residential blocks), 4 garages for the mews houses, 3 operational spaces to the rear of the town Hall and 5 accessible visitor spaces in the town square for the HTH entertainment venue.

Justification of car parking allocation

- 6.26 The following paragraphs are an extract from Appendix B. The average car ownership levels in the area surrounding HTH has been identified from 2001 Census Output Areas as being 0.77 cars per household. The average car ownership per household in London is also 0.77, as identified on page 13 of TfL’s Car Club Strategy Report (March 2008). The report continues stating that the average car ownership where car clubs have been introduced is 0.35 cars per household

- 6.27 Based on the HTH and London average car ownership level identified in Paragraph 6.26, above, the average car ownership for 123 units at HTH would be 94.7 vehicles, giving rise to a need for 95 residential parking spaces.
- 6.28 Taking the TfL “Car club Strategy” report figure for average ownership where car clubs have been introduced (0.35 cars per household); there would be a demand for 43.1 residential parking spaces. The TRL report for carplus “Decongesting Britain (May 2009) identifies that on average each car club vehicle replaces 23 private vehicles. Relating the two figures to each other means that, in the case of HTH, it is likely that ownership of 51 private cars would be replaced by car club membership.
- 6.29 Based on the average number of cars being replaced by one car club vehicle being 23 cars (see paragraph 6.47), there would be sufficient demand to support 3 car club vehicles on the HTH site.
- 6.30 Consequently it is proposed that there is a minimum residential parking demand at the HTH development of 56 spaces (44 private vehicles, 3 car club vehicles and 9 visitor spaces). No car parking provisions will be allocated for the employment uses on site.

Comparison to LBH UDP guidance

- 6.31 **Table 6.12** outlines the proposed car, cycle, disabled and service parking allocation for the HTH site.

Table 6.12 Total Proposed Car Parking at HTH for all Land Uses

Land Use	Allocated Car Parking	Visitor Parking	Disabled Parking	Servicing Parking	Total	Policy Compliant
Residential	44 (with an additional 3 car club spaces)	9	12 (included within 44)	0	56	YES
Business	0	0	5	3	8	YES
Shop						YES
Assembly and Leisure						YES

Highway impact

- 6.32 From the assessment of the existing and proposed person and car driver trips established in Section 5 for the HTH development it was concluded that there will be no detrimental impact on the highway network. The anticipated trip generation shows that although there will be an increase in person trips to the development, there will be a reduction in car driver trips. This is supported by the reduction in the

quantity of car parking available onsite from 71 spaces to 64 spaces and the implementation of a transport mitigation strategy in the form of a Residential Travel Plan and a Workplace Travel Plan encouraging sustainable travel.

- 6.33 Because there is a net reduction in car trips, a junction assessment has not been carried out which would ordinarily assign additional vehicle trips to the existing highway network.

7. Pedestrians and Cyclists

- 7.1 This chapter provides a description of the existing pedestrian and cycle facilities surrounding and on the site. It also outlines the proposed allocation of cycle parking on site and the existing and proposed measures to encourage walking and cycling.

Pedestrian facilities

- 7.2 The site is well connected to the surrounding pedestrian network in terms of access to an extensive range of local facilities. The site is approximately 100 metres and 70 metres from the nearest northbound and southbound bus stops situated on The Broadway (A103). Crouch Hill/The Broadway (A103) and Tottenham Lane provide a range of services to a variety of destinations in and around London.
- 7.3 The footways along The Broadway (A103), Hatherley Gardens, Weston Park, Haringey Park and Bourne Road are at least 2 metres wide and are in good condition. Street Lighting is also present along most pavement edges increasing legibility for pedestrians. Street lighting in the form of short poles can be found between 10-30 metres apart along Bourne Road. Street lighting poles also run along the stretch of The Broadway at 10 metres high and approximately 15 metres apart. On Weston Park street lighting is positioned between 10 – 30 metres apart.
- 7.4 Pedestrian signage is located on Crouch Hill and Bourne Road directing pedestrians to the Library, HTH and car parking facilities aiding the permeability of pedestrians to local amenities. CCTV is present in the public space found immediately in front of HTH providing staff and members of the public with a sense of security.
- 7.5 Hatherley Gardens is the main pedestrian access to the site. To the north of Hatherley Gardens there is a large pedestrianised public space in front of HTH for local residents, commuters and shoppers. At present the public space which is to the west of the site on The Broadway (A103) provides a fountain, a central green area, street lighting, nine park benches and cycle racks.
- 7.6 Along The Broadway (A103) the majority of crossings are signal controlled and guardrails are present protecting pedestrians from oncoming traffic. From site observation, of the signalised crossings provided along The Broadway (A103) all of the crossings provide rotating cones and tactile paving for pedestrians. On the surrounding residential streets dropped kerbs are the most common crossing type provision available to pedestrians.

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- 7.7 **Figure 4** shows an ACCESSION plot of indicative walk time isochrones to destinations within walking distance of the site based on an average walk speed of 4.8km per hour. **Figure 4** shows that public transport on The Broadway (A103) can be accessed within a 5 minute walk of the HTH site and Crouch Hill NR stations with a 15 minute walk.
- 7.8 Residents and Employees of the HTH will be provided with walking maps in order to alert the new occupants of the existing pedestrian walkways and facilities available at the site and in the local area.

Local cycle network

- 7.9 The site is well located in relation to the existing London Cycle Network (LCN) which provides extensive cycle access within both a local and strategic context.
- 7.10 **Figure 5** shows the existing cycle network in the vicinity of the site, and demonstrates that access to a designated cycle route is available within a short distance to the west of the site. **Figure 5** shows a designated cycle path from The Broadway (A103) directly towards Crouch Hill NR station. Other Recommended cycle routes are also within close proximity to the north of the site along Weston Park, to the east along Bourne Road and to the south along Haringey Park. These cycle routes provide further connections to surrounding local areas.
- 7.11 Cycle routes are also available to Finsbury Park LUL station, Turnpike Lane LUL station and Hornsey NR station from the site. Using the recommended cycle routes provided by Haringey Council access can be sought via Crouch Hill, Stapleton Hall Road, Victoria Road, Oxford Road, Woodstock Road, and Stroud Green Road onto Seven Sisters Road by Finsbury Park LUL station. Alternatively access can be sought via a traffic free route from the Crouch Hill/Mount View Road Junction onto Parkland Walk (a scenic walking route) which meets Upper Tollington Park running onto Woodstock Road, Stroud Green Road and Seven Sisters Road.
- 7.12 At Finsbury Park LUL station there is a cycle park which is open between Monday to Sunday and provides secure cycle parking for 50p per 24 hours. These cards can be purchased for £5.00. The premises are gated, sheltered, have lighting and have CCTV which increases personal security.
- 7.13 **Figure 6** shows a cycle accessibility plot created through an ACCESSION analysis. This plot demonstrates indicative cycle time isochrones to destinations within a reasonable cycling distance of the site based on an average cycling speed of 16km per hour. It can be seen that central London is located within a 30 minute cycling time of the site.
- 7.14 Residents and Employees of the HTH will be provided with cycling maps in order to advise the new occupants of the existing cycle paths, cycle hire shops and facilities available at the site and in the local area.

Proposed cycle parking provision

7.15 Appendix 1 of LBH UDP states that parking for employees, residents and visitors should be provided under cover, close to building entrances and must be secure. The LBH advise that parking should be provided in the form of Sheffield stands.

7.16 The guidance by the LBH UDP states for Land Use classes not specifically covered by the standards in paragraph 6.1:

“the level of parking will be determined by the nature of the development and the likely level of demand generated, taking into account the level of public transport accessibility, the presence of on-street parking controls and other local characteristics.”

7.17 **Table 7.1** provides a summary of the minimum cycle parking provisions for the individual HTH land uses. **Table 7.1** includes the cycle parking standards for the individual land uses as it is advised in Appendix 1 of the LBH UDP which states that *“where several different land uses are included in a single proposal the standards should be applied to individual uses”*.

Table 7.1 Minimum Cycle Parking Standards

Land use	Size	Cycle Parking	Spaces Allocated
Residential Conversions	123 units	1 space per 5 flats should be provided within blocks of flats to allow cycles to be safely stored underneath.	123
Office	248 m ²	2 per 500m ² GFA or part thereof	54
Shop (with food)	334 m ²	1 space per 150m ²	
Sui Generis A3 A4 D1 D2	4,701 m ²	Based on Transport Assessment	
Total			177

7.18 The guidance states it is preferable that cycle parking storage should be made within residential conversions wherever possible. The provisions should be secure, safe and covered.

7.19 The HTH site will provide one secure cycle space per unit for the residential units (123 no.). Thirty four spaces will be provided in the Town Square for public use and twenty spaces will be provided within the Town Hall for employees.

8. Public Transport

- 8.1 This chapter of the report identifies the accessibility of the site by bus, underground and rail.

Public transport facilities

- 8.2 The site is served well by public transport services and is located in close proximity to bus services running towards Crouch Hill NR station, Hornsey NR station, Turnpike Lane LUL station and Finsbury Park LUL station. These public transport nodes offer a good level of public transport accessibility and choice between the site and destinations in the wider area.
- 8.3 Chapter 5 demonstrates that the proposed development will not have a detriment effect on any of the rail, underground or bus routes in the local area and therefore an evaluation of the impact of additional demand for public transport has not been undertaken.

Public Transport Accessibility Level (PTAL)

- 8.4 The LBH UDP (July 2006) states the boroughs parking standards are reflected by how well the site is served by public transport. The LBH have therefore categorised the borough into 6 levels of public transport accessibility. The site has been identified in Map 7.1 of the LBH UDP as having a good PTAL level of 3 as shown in **Appendix E**.
- 8.5 The PTAL map has therefore been taken as a broad indication of public transport accessibility across the borough. Based on this it may be concluded that the site has a good level of public transport accessibility. Furthermore this good level of accessibility identifies the site as ideally located to satisfy national, regional and local targets of encouraging development in areas where it is possible to encourage a lasting shift towards sustainable transport choices.

9. Measures to Reduce Car Use

9.1 This chapter identifies the proposed measures to be undertaken by the LBH to restrict the proportion of trips by car to both the residential and employment elements of the site.

Mitigation strategy

9.2 In order to encourage sustainable travel patterns and where possible reduce the reliance on car travel to the site, a Draft Residential Travel Plan and Workplace Travel Plan have been prepared in support of the planning application in respect of the proposed redevelopment. The TP's are included as **Appendix J and K**, respectively.

9.3 The TP's sets out a package of measures aimed to promote greener, cleaner travel choices and to reduce reliance on the private car. It involves the development of a set of mechanisms, initiatives and targets that together can enable the proposed development to reduce the impact of travel and transport on the environment, whilst bringing together a number of benefits to the occupiers of the site.

Residential Travel Plan (RTP)

9.4 The objective of the draft RTP is to develop a set of practical measures and initiatives that can help developers to reduce the impact of travel on the environment. The RTP will endeavour to encourage environmentally sustainable travel choices by residents of the proposed mixed use HTH site, or make more efficient use of existing modes, and to introduce the health benefits of more sustainable travel.

9.5 A Travel Plan Co-ordinator (TPC) will be appointed, who would act as the first point of contact for the LBH regarding the implementation of the RTP, or any other issues relating to the draft RTP. The TPC will be identified by the LBH. The TPC will undertake a baseline travel survey to establish existing travel patterns and then will use the results of the survey data, to produce the RTP targets and coordinate their implementation at the HTH site.

9.6 Proposed measures for the residential element of the site include:

- Production of a Travel Information Pack (TIP) sent prior to occupation of the site and used as part of the advertisement materials at the point of sale. The TIP will include relevant walking, cycling and public transport maps, contact details of the TPC and links to journey planner websites;
- Secure, sheltered and well lit cycle parking at the site;
- Safe pedestrian and cyclist access to the site;

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- A public transport incentive scheme which will be run by the TPC; and
 - Relevant information on a proposed on site car club and other car sharing websites will be provided.

Workplace Travel Plan (RTP)

- 9.7 The primary goal of the WTP is to minimise the number of car trips to and from the site and to promote the use of alternative sustainable modes of transport to employees and visitors. It is a package of measures to encourage employees at the site to use alternative modes of travel to the single occupancy vehicle, or to car share, and to improve the environment and health of all the employees.
- 9.8 A TPC will be appointed who is responsible for encouraging and promoting the measures, set out to achieve the objective and targets of the WTP. The initiatives will be reviewed with reference to the findings from an initial travel survey questionnaire. The TPC will be the person for occupants and visitors to contact with regards to travel choice.
- 9.9 It is proposed that postcode origin data gained from the travel survey carried out after six months of operation is used for GIS (Geographical Information Systems) to establish where employees are based in relation to the HTH site. This information will provide statistics on the number of people who live within walking and cycling distance and those with access to good public transport links. The TPC can promote walking and cycling to those who live within walking and cycling distance to the HTH site. The GIS data can also be used by the TPC to promote public transport services that run between an employee's home and the site.
- 9.10 Proposed measures for the employment element of the site include:
- Production of a Travel Information Pack (TIP) sent to all employees prior to occupation of the site and provided to new employees hereafter. The TIP will include relevant walking, cycling and public transport maps, contact details of the TPC and links to journey planner websites;
 - A designated employee notice board will be provided in order to alert staff of new schemes, promotion of company events and special offers on cycling purchases;
 - Secure, sheltered and well lit cycle parking at the site. Showers and Lockers will also be provided on site for staff;
 - Safe pedestrian and cyclist access to the site;
 - A public transport incentive scheme will be run by the TPC; and
 - Relevant information on a proposed on site car club and other car sharing websites will be provided.

10. People with Disabilities

10.1 An Access Statement has been produced by David Bonnett Associates, which is submitted with the planning application. The key conclusions from the Access Statement are:

- Enhanced accessible visitor parking for the Town Hall
- Drop-off points for all buildings
- Accessible visitor WCs in all public areas
- 12 wheelchair accessible apartments
- 1:1 accessible resident parking for wheelchair accessible apartments
- A fully accessible Town Hall
- Stage and Green Room wheelchair access with accessible WC/shower and change
- A safe landscape with pedestrian priority that will take into account people's restricted mobility, eyesight and hearing.

11. Conclusions and Recommendations of the TA

- 11.1 Capita Symonds Limited (CSL) was appointed by the London Borough of Haringey (LBH), in December 2008, to provide transport and highways advice related to the proposal for the redevelopment of HTH situated off Hatherley Gardens and fronted onto The Broadway (A103).
- 11.2 The application seeks permission for the alteration and refurbishment of the town hall and associated public halls as well as the erection of two new residential blocks and associated demolition of a number of buildings on site. The scheme proposes to provide a mixed use development which retains the existing employment uses within the area whilst also creating new cultural, educational and community based activities on the site.
- 11.3 A full planning application is to be submitted for the Hornsey Town Hall Renaissance Project comprising the following:
- Refurbishment and conversion of the Town Hall Building alterations, extension and change of use from B1 (Business) and Sui Generis to a mixed use scheme incorporating: D1 (Non-residential Institutions), A3 & A4 uses (Restaurants, Cafés and drinking establishment), D2 (Assembly and Leisure) and retaining existing B1 and Sui Generis (Theatre and performance venue) use.
 - Alterations, extensions and change of use of Link Block and East Wing from B1 (office) to C3 Dwelling houses.
 - Extension, alteration, refurbishment and change of use of the Broadway Annexe East Part from B1 office to A1 retail and C3 residential.
 - Residential development comprising 123 No. units in total (35 x 1 bed flats, 61 x 2 bed flats, 20 x 3 bed flats, 3 x 4 bed flats and 4 x 4 bed houses) and associated car parking including at basement level, including residential accommodation in the existing Town Hall (East Wing and Link Building), the Broadway Annexe (West Part) and Mews. Erection of sub-stations.
 - Alterations and landscape improvements including to the Town Hall Square, and use of the square for both Public Events and Markets/Small Festival uses.
- 11.4 Cycle parking will be provided for teh residential units at one space per unit (123 no.) and additional cycle parking will be provided for the other site uses in compliance with LBH policies. Thirty four spaces will be provided in the Town Square for public use and twenty spaces will be provided within the Town Hall for employees.

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- 11.5 The HTH site currently provides seventy one car parking spaces on site. The development proposes to 64 spaces are proposed, a reduction of 7 spaces from the existing situation. The residential dwellings will have 56 spaces split into 44 private car parking spaces, 3 car club spaces and 9 visitor parking bays. The 44 residential spaces will also incorporate 12 accessible car-parking bays. Five parking spaces will be provided in the town square to provide accessible parking for the Town Hall.
- 11.6 A service yard for deliveries and servicing movements to and from the development will be provided to the rear (east) of the main town hall building along with three operational car parking spaces.
- 11.7 In accordance with the need to mitigate the transport impacts of new development, and as stated in paragraph 5 of Annex 4 in the Local Plan (LP), the level of parking is lower than the maximum level permitted in the Local Plan.
- 11.8 The site has a Public Transport Accessibility Level (PTAL) of 3 which achieves a rating of good and is well located in terms of major public transport nodes. The site is near to Crouch Hill National Rail (NR) Station and Hornsey NR Station as well as Finsbury Park London Underground Limited (LUL) station and Turnpike Lane LUL station. The site is within a short walking distance of The Broadway (A103), a bus corridor, providing services to public transport interchanges.
- 11.9 The existing local public transport facilities surrounding the site offer services to a variety of destinations in and around London including a number of bus, tube and train services into the city centre.
- 11.10 The site is also well located in terms of the local pedestrian and cyclist networks with a range of educational, health, leisure and shopping facilities located within a comfortable and realistic walking and cycling distance of the site. The site is located in a good position to promote and encourage sustainable transport choices.
- 11.11 The development proposal for the site is fully in accordance with national, regional and local planning and transport policy objectives and the proposal is therefore consistent with London Plan policy which seeks reduced parking provision at developments with good public transport accessibility.
- 11.12 Vehicular access to the site for disabled drivers and servicing vehicles wishing to reach the service yard will take place via Haringey Park. Adequate space for manoeuvring into and out of the service yard has been incorporated into the site design. It is anticipated that a minimal number of servicing trips will be generated by the site during the peak hours through the implementation of a servicing management plan.

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- 11.13 In order to encourage sustainable travel patterns and where possible reduce any reliance on car travel to the site, a draft Residential Travel Plan (RTP) and a draft Workplace Travel Plan (WTP) have been prepared in support of the planning application with respect to the proposed development.
- 11.14 The RTP and WTP set out a package of measures aimed to promote greener, cleaner travel choices and to reduce reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable the proposed development to reduce the impact of travel and transport on the environment, whilst bringing together a number of benefits to the occupiers of the site. It is there anticipated through the RTP and WTP both residents and employees will be encouraged to travel to the site by public transport, specifically employees as parking is not available.
- 11.15 Based on the comparison of the existing and proposed trip generation there will be an increase of 109 person trips in the AM peak and 262 person trips in the PM peak. There will be a significant decrease in car driver trips of 64 trips in the AM peak and 21 trips in the PM peak.