From:	Caneparo Associates
To:	Transport for London
Job Title:	Green Lanes
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File Ref:	N02-DP-Trip Generation Note (160902)
Date:	September 2016

Subject: Transport Note – Response to TfL Comments

Introduction

1. Caneparo Associates is retained to provide traffic and transport advice in relation to the proposed mixed use redevelopment at 590-598 Green Lanes, in the London Borough of Haringey.

2. This note addresses comments received from Transport for London ("TfL") on the planning application (HGY/2016/1807) for the demolition of the existing retail warehouse and the redevelopment of the site to provide a part 4, part 5 and part 7 storey mixed use residential scheme, comprising 133 residential units (42 x 1-bed, 62 x 2-bed and 29 x 3-bed) and 940sqm of flexible A1/A2/A3/B1/D1 or D2 floorspace at ground floor level, 14 disabled car parking spaces for the residential use, with 3 additional spaces and 1 disabled space for the ground floor use, a new vehicular access off Colina Road and associated landscaping. Works also include the upgrading of Colina Mews and Colina Road.

3. TfL have requested further information / clarification in relation to the trip generation exercise for the site stating:

   "*The Applicant has provided an impact assessment including a proposed trip generation based on TRICS/TRAVL data. However, the 'public transport' mode should be separated into different modes within public transport. Moreover, it should be ensured that the mode share catches multi modal trips rather than just final mode share.*"

4. The following Note provides further details in relation to the trip generation assessment.

Method of Journey to Work

5. The 2011 Census data included within the Transport Statement is provided at **Table 1** and **Table 2** and highlights the method of travel to work for both residents and employees.

Table 1: Haringey 023 Modal Split - Residents	
Mode	Percentage (%)
Car Driver	14
Car passenger	1
Taxi	0
Motorcycle	1
Bus	18
Underground / Light Rail	44
Rail	8
Walk	8
Cycle	6

Table 2: Haringey 023 Modal Split - Employees	
Mode	Percentage (%)
Car Driver	35
Car passenger	2
Taxi	0
Motorcycle	1
Bus	20
Underground / Light Rail	19
Rail	11
Walk	9
Cycle	2

6. The modal split has then been altered for both journey types to reflect the site's good/excellent PTAL rating which offers future residents, employees and visitors a real opportunity to travel by sustainable modes of travel. Furthermore the provision of limited car parking for both uses on-site alongside a permit free agreement will encourage residents and employees to use modes other than the car.

7. In summary, the following modal splits will be reduced to reflect these site characteristics:

- Residents Method of Travel: Car Driver modal split lowered from 14% to 10%;
- Employees Method of Travel: Car Driver modal split lowered from 35% to 10%, Car Passenger from 2% to 0%, and Motorcyclists lowered from 1% to 0%.

8. Table 3 summarises the multi modal trip generation for the proposed C3 use. It indicates that 133 residential units could generate approximately 506 daily person movements.

Table 3: Daily Trip Rates per unit – Proposed C3 (133 units)

Mode	Percentage%	In	Out	Total
Car Driver	10%	26	25	51
Car Passenger	1%	3	3	6
Motorcycle	1%	2	2	4
Underground	45%	117	112	229
Train	9%	23	22	44
Bus	19%	48	46	95
Walking	7%	18	17	35
Cycling	9%	23	21	45
Total Person	100%	259	247	506

9. Table 4 summarises the data for the commercial use, indicating 229 daily person movements.

Table 4: Daily Trip Rates per 100 sqm – Proposed D1 (940sqm)

Mode	Percentage%	In	Out	Total
Car Driver	10%	12	11	23
Car Passenger	0%	0	0	0
Motorcycle	0%	0	0	0
Underground	25%	30	28	58
Train	17%	20	18	38
Bus	26%	31	29	59
Walking	14%	17	16	33
Cycling	8%	9	9	18
Total Person	100%	118	111	229

10. The trip rate data appended to the Transport Assessment indicates that in the AM peak hour approximately 18% of daily trips would be undertaken and 6% for the D1 use. The PM peak would have less trips.

11. This would equate to approximately 49 residential trips by rail/Underground in the AM peak period and 17 bus trips.

12. For the D1 use it would equate to approximately 6 rail/Underground trips and 4 bus trips. However it is assumed that the vast majority of users would already be visiting other health facilities in the Borough and so there would be no new trips created on the wider public transport network.

13. The PTAL calculation for the site indicates that there are 60 bus services per hour, i.e. of the order of a total of 120 per hour allowing for both directions of travel. The development would therefore equate to an additional circa 0.17 of a person per bus. Even if we allow for some additional use due to people using buses to access and interchange at rail/Underground stations, this will not represent a noticeable increase on existing bus patronage.

14. For rail and Underground we have a total of 40 services per hour, so this would represent approximately 1.6 people per train, again a negligible increase in passenger loading.

15. In summary the additional public transport loadings that would result from the development would equate to a negligible impact at worst and, as such, our view, is that no S106 contribution towards bus/aril service enhancements would be justified as a result of the development proposal.

APPENDIX A