

Haringey Civic Centre

Transport Assessment Addendum

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1 Introduction

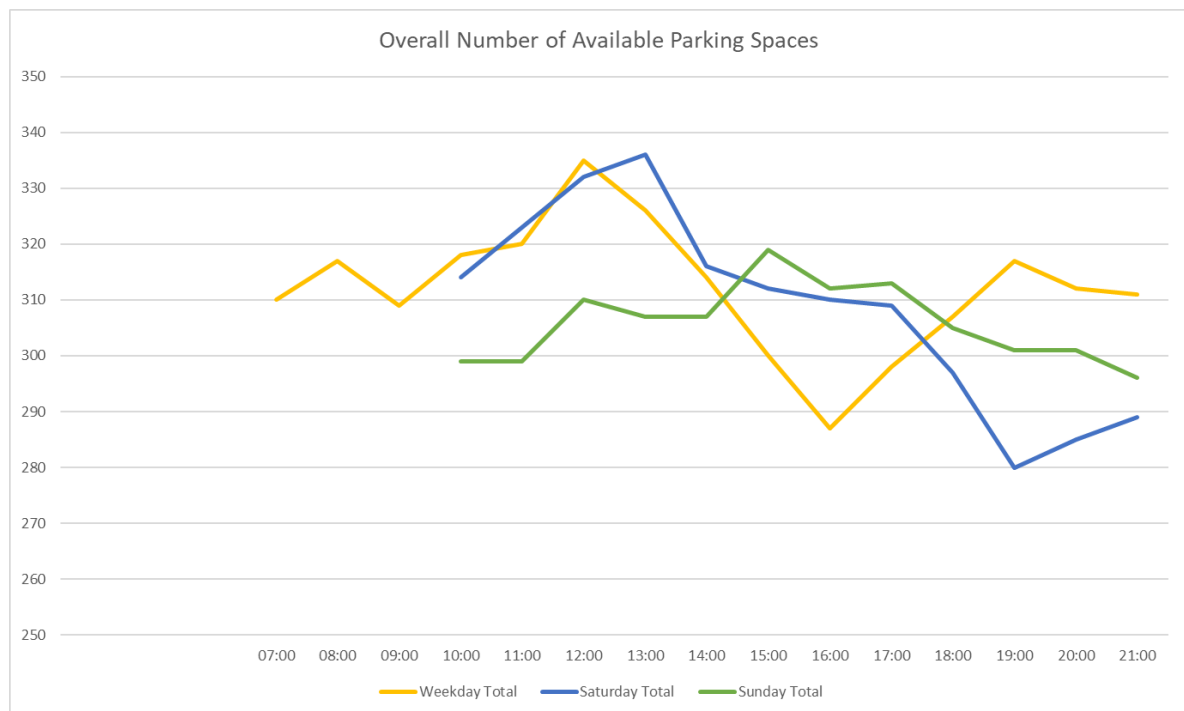
- 1.1.1 This Transport Assessment Addendum (TAA) has been prepared by Buro Happold on behalf of London Borough of Haringey (LBH), to respond to points of clarification raised on the Transport Assessment (TA) submitted as part of the planning application for the redevelopment and extension of Haringey Civic Centre (HCC) - planning reference HGY/2023/1043.
- 1.1.2 Points of clarification were received from the Highways officers through the planning officer on 25th July 2023, and covered a range of topics. This TAA presents additional detail on those topics, as discussed with Highways officers in a meeting on 8th August 2023. Topics covered are the following:
- Relocation of Council Staff
 - Car Parking
 - Cycle Parking

2 Relocation of Staff & Implications on Trip Generation

- 2.1.1 The TA produced as part of the planning application describes the existing multi-modal trip generation associated with the existing Haringey Civic Centre building, prior to its closure in 2020.
- 2.1.2 The TA also identifies proposed multi-modal trip generation associated with the redeveloped Haringey Civic Centre, derived using the Trip Rate Information Computer System (TRICS) database as agreed with the LBH transport team during pre-application discussions. TRICS is nationally recognised database of trip rates for developments in the UK. This analysis generated the number of trips the Civic Centre is likely to generate following implementation of the development proposals.
- 2.1.3 Table 5.8 in the TA presents net change in trip generation, comparing the existing, pre-closure trips with the proposed trips following redevelopment. The table identifies an additional 260 two-way multi-modal trips in the AM Peak and an additional 241 two-way trips in the PM Peak, when comparing the existing, pre-closure, with proposed Civic Centre trips. Regardless of where staff are being relocated from, this net change includes the new trips being generated by the site.
- 2.1.4 Nevertheless, some additional detail is provided on staff relocation following the redevelopment of the Civic Centre. Most staff are being relocated from 48 Station Rd and Alexandra House, but not all staff. The offices in these locations will remain, but LBH are likely to retain a small presence within one of the buildings, with units within the buildings being rented out and/or ultimately sold, dependent on the asset management strategy.
- 2.1.5 In line with best practice and pre-application discussions, the trips generated by the proposed Civic Centre redevelopment are considered as new. Given the relocation strategy described above, the analysis shown in the TA is considered a worst-case. This is because trips currently being made to other Council asset – including 48 Station Road and Alexandra House – are considered as completely new trips to the redeveloped Civic Centre. However, in reality a proportion of these trips will be redistributed from the other buildings and are therefore already on the existing network.
- 2.1.6 It is also confirmed that modal share calculations have been undertaken using 2011 Census data, as stated in Paragraph 5.1.10 of the TA. This again provides a worst-case for the baseline of car drivers. This was deemed appropriate due to the fact that the Census data was used to work out a baseline for the existing, pre-closure HCC.
- 2.1.7 As the existing HCC building closed in 2020, it would not be appropriate to use 2021 Census data for this purpose. The 2021 Census was heavily impacted by the Covid-19 pandemic. The Office for National Statistics have stated that there are pandemic-related quality considerations for the “Method of travel to workplace” in 2021; therefore the 2021 data cannot be relied on to generate a robust baseline.
- 2.1.8 Paragraph 5.1.11 of the TA states a theoretical accumulation of cars by applying the Census modal share to the derived person trips for the existing Civic Centre, giving a number of 127. However, with the proposals seeing a reduction in car parking, the car modal share for the future site would be much reduced and would be capped by the number of permits issued, as described in the next section.

3 Car Parking

- 3.1.1 As part of the development proposals, the provision of car parking at the Haringey Civic Centre is proposed to reduce compared to the existing situation.
- 3.1.2 The TA provides details of parking surveys undertaken on the streets surrounding the site, with data provided on the numbers of available parking spaces on-street on a weekday, Saturday and Sunday (Tables 3.10-3.12 and Figures 3.17-3.19). Also provided is a summary of utilisation of the off-street Council-owned car parks at HCC and Alexandra House (Table 3.13).
- 3.1.3 The proposals will see the number of staff parking permits reducing from 134 to 46. Permits are issued to Council staff on a priority-basis, with the following criteria:
- P1 Blue Badge' holder or Mobility issues
 - P2 Essential User (A)
 - P3 Essential User (B)
 - P4 Restricted Mobility
 - P5 Reasonable adjustment for disabled staff
 - P6 Out of Hours Working
 - P7 Nominated Carers
 - P8 Car Sharer
 - P9 Casual Users
- 3.1.4 The existing HCC car park was only ever available to P9 – casual users – when HCC was operational. The car park was considered as 'overflow' car parking for the other Council sites in the local area. The 46 permits to be issued in the future will be accommodated within existing Council-owned car parks at existing LBH sites.
- 3.1.5 The summary of on-street car parking provided in the TA provide a robust worst-case situation where staff with permits would need to park on-street. Paragraph 3.8.15 in the TA erroneously states that there would be 173 parking spaces available during the AM peak hour on the weekday. The summary should have stated that there are 317 parking spaces available during the AM peak hour on the weekday, as shown in Table 3.10 and Figure 3.17 (re-presented below).
- 3.1.6 In summary, the conclusion of the TA that there is sufficient parking availability on-street to cover the parking requirements of those who will be issued permits is valid. It should be noted that the plan is for the staff with existing permits to be accommodated within alternative Council-owned car parks in the first instance. However, if there is a specific need for priority 1 permit holders that cannot be met by the other car parks, then on-street permits could be issued for the surrounding streets because it is demonstrated that there is sufficient capacity.



Figure—1 Recreation of Figure 3.17 from TA: Overall Parking Availability

- 3.1.7 According to the baseline information provided by LBH, there are currently 5 members of staff who are registered blue badge holders and who may be required to move from Alexandra House to the HCC in the future. The proposals see 8 parking bays being provided in front of the redeveloped HCC. 3 of these are designated accessible, whilst the other 5 will be enlarged spaces and as such accommodate accessible users. Therefore, should the existing blue badge holders be relocated to HCC in the future and the parking demand exists (based on staff members' patterns of work), the parking provision will be sufficient to accommodate these users.
- 3.1.8 A Parking Management Plan will be produced post-determination which will provide additional detail on staff requirements, including the likely number of staff being relocated, the staff who will be issued with permits and where they will park across the Council's sites.

4 Cycle Parking

4.1.1 Cycle parking is to be provided at the HCC based on London Plan standards. Cycle parking requirements have been calculated with a similar approach to that used in the Transport Assessment for The Crystal building - the new home of the GLA and approved by them, TfL and LB Newham. The key considerations in this approach are that the building is predominantly an office, with some civic function; and the "civic function" use would be used by visitors attending meetings, plus those who are already on-site: i.e. the "office" use. The approach taken for the office / civic use is summarised as follows:

- Applying the B1 office standards to the office area, generating both long stay and short stay provision for staff and office visitors;
- In terms of the civic use (D1 Other), the standard for long-stay provision is 1 space per 8 FTE staff. However, it is assumed that the long-term staff for the civic use are already accounted for within the office use provision and no additional long-term parking is required. However, the short-term parking standard for the D1 other (civic use) is applied to account for those attending civic functions / meetings and are not already in the office.

4.1.2 Therefore, the cycle parking provided is in accordance with the office use, being the dominant on-site use and generating the highest demand. The civic use will largely be secondary and in some cases ancillary to the office use, so to provide 1 cycle parking space for every 8 staff under the civic use would be double counting. Times for the operation of the office and civic uses are also likely to be separate, meaning if the civic use did generate a higher-than-expected demand, there would be spaces available at the time of operation of the civic use as office users will have departed the site.

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