

Hornsey Town Hall Transport Assessment

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Hornsey Town Hall Mixed-Use Redevelopment Scheme

Transport Assessment

July 2017

A report prepared on behalf of Crouch End (FEC) Ltd

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1 Introduction

1.1 Background

1.1.1 This report has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of Crouch End (FEC) Ltd, in relation to a planning application for the redevelopment scheme within and around the Hornsey Town Hall site in Crouch End, Haringey.

1.1.2 The scheme proposals comprise firstly refurbishment and enhancement of the existing Town Hall building and part of the adjacent Broadway Annex to provide 8,003sqm. GFA of non-residential floorspace, which would consist of a hotel, community floorspace, employment floorspace and cafés / restaurants. These non-residential operations would have access to no more than three shared-use on-site car parking spaces operated under a managed system.

1.1.3 The scheme proposals comprise secondly demolition and clearance works on land to the rear of the Town Hall building, including the former Clinic building, to facilitate the construction of two new-build residential blocks comprising 120 residential units, with the refurbishment of the Broadway Annex and building on the cleared mews area bringing forward a further 26 residential units. The residential units would be supported by forty allocated parking spaces.

1.1.4 The scheme would come forward also with a managed strategy for servicing and deliveries for the constituent land-uses and ample cycle parking in accordance with the London Plan.

1.1.5 The full and formal description of the scheme, for the purpose of planning, is as follows:

‘Demolition of the Weston Clinic building, courtyard infill extension, Library garage, Library Annex and energy centre. Refurbishment and change of use of the Hornsey Town Hall from b1 use class and sui-generis to a mixed use scheme comprising a hotel (use class c1), food and beverage uses (use classes a3 and a4), community uses (use class d1, d2 and sui-generis) and co-working use (use class b1). Removal of east wing extension and erection of east wing roof extensions. The erection of a 7 storey building and part 4, part 5, part 6, part 7 storey building to the rear and associated car parking at basement level. Change of use of the ground floor of Broadway Annex to food and beverage use (use class a3 and a4) and change of use of the first and second floors to residential use. The erection of an extension to the rear of the Broadway Annex and erection of a residential mews block to the rear of the Broadway Annex. Comprising 146 residential units in total. Alterations and landscaping improvements to the town hall square and open spaces.’

1.1.6 During recent years parts of the Town Hall building have been operating as a community arts centre, with further activity also in the former Clinic building to the rear, with these interim activities following on from the historic use of the buildings on the site for Council-based operations over a floorspace of some 8,750sqm. GFA across the various units.

- 1.1.7 In parallel, the principle of redevelopment of the site is not only supported by policy, but also by the previous permissions issued to bring forward a mixed-use development at the site, firstly in 2010 under planning reference HGY/2010/0500 and then renewed in 2013 under planning reference HGY/2013/1383. These permissions were to bring forward a mixed-use development comprising 5,283sqm. GFA of non-residential floorspace, primarily within the Town hall building but also within the adjacent Broadway Annex, and 123 residential units.
- 1.1.8 Pedestrian access of the main Town Hall building is primarily via the Town Hall Square public area which runs from the building frontage to The Broadway, with current vehicular access to the rear typically via Weston Park but with precedence of access via Haringey Park also. Pedestrian access of the Broadway Annex is primarily via the Town Hall Square also, with vehicular access for servicing via Rose Place which also provides access to the mews area.
- 1.1.9 The site is accessible by public transport, directly by bus with a number of services running within a reasonable walking distance of the site and with a pair of stops within the vicinity of the Town Hall Square area and indirectly by rail and underground, such as those via Crouch Hill and Finsbury Park, which can be accessed by local bus services or by cycle.
- 1.1.10 In addition, there is a range of routes available to pedestrians and cyclists to access the site, with The Broadway being a focal point of desire lines running into and out of the Crouch End centre along Crouch Hill, Crouch End Hill, Park Road and Tottenham Lane, with designated cycle routes running through the residential area to the east of the site and along Parkland Walk which is an off-street pedestrian and cycle route running along a disused railway line.
- 1.1.11 The purpose of this report is to demonstrate that there would not be any material impacts on the local travel networks, highways and other modes of travel, as a result of the proposed redevelopment scheme and that the operational requirements of the proposals would be satisfactorily accommodated without any material impact, with mitigation as appropriate.

1.2 Scope of Report

- 1.2.1 Pre-application discussions have been held with representatives of London Borough of Haringey (LB Haringey), including specifically with representatives of the Highways & Transportation team, with regard to the scoping of the Transport Assessment and related reports. Through these discussions it has been confirmed that the proposed structure and overall content of the Transport Assessment appear sound, subject to detail.
- 1.2.2 Against the background of the scoping and related technical discussions, as referenced above, the following sections are presented in this report:
- Section 2, which presents commentary relating to the existing travel conditions and access conditions at and around the site, considering all modes of travel.
 - Section 3, which provides further details of the development proposals for the site.

- Section 4, which discusses the parking and servicing strategies to be brought forward.
- Section 5, which presents a review of current and emerging planning policy at the national, regional (London) and local (LB Haringey) levels in relation to land-use planning and transport and an appraisal of how the proposed scheme would accord with these policies.
- Section 6, which presents the assessment of the likely tripmaking characteristics of the proposed redevelopment, as well as of the previous scheme, to consider the likely impacts of the scheme upon the range of travel networks, to inform the key conclusions.
- Section 7, which presents the conclusions of the assessment.

2 Existing Transport & Access Arrangements

2.1 Background

- 2.1.1 The development site comprises the main Hornsey Town Hall building (and extensions), which fronts onto the Town Hall Square which connects with The Broadway, the land to the rear which is accessed via Haringey Park and Weston Park, part of the Broadway Annex building which sits to the immediate north of the Town Hall Square and the mews area at the end of Rose Place which sits to the rear of the Broadway Annex building. The site area is 1.33ha..
- 2.1.2 The site is located within both the defined Crouch End District Centre area, which is centred on The Broadway running in front of the site and extends along the intersecting route corridors coming together at that location, and the Crouch End Conservation Area, which comprises a sizeable area extending both eastwards and westwards of The Broadway
- 2.1.3 The Broadway running directly in front of the Town Hall Square is a key two-way highway, connecting the A103 which runs from Hornsey in the north-east to Lower Holloway in the south and the A1201 which runs from Muswell Hill in the north-west to Finsbury Park and Highbury in the south-east. These key routes support a number of local bus services.
- 2.1.4 In addition to fronting onto the Town Hall Square, the site is bounded to the north by the rear gardens of properties along the south side of Weston Park, to the east by the western end of the Prime Zone Mews cul-de-sac, to the south by Hornsey Library and to the west additionally by the rear gardens of properties along the east side of Hatherley Gardens. The areas both to the east and west of The Broadway, outside of the centre, are primarily residential in nature.
- 2.1.5 The main pedestrian entrance into the site is from the Town Hall Square, through the Town Hall building, but with pedestrian access of the wider site also via Rose Place running off of The Broadway to the north of the Broadway Annex and off of Weston Park running to the north and Haringey Park running to the south via the existing gated accesses. Vehicular access is typically taken via Weston Park, but with precedent of access via Haringey Park also.
- 2.1.6 The area within which the site is located is accessible by public transport, initially by means of five bus routes which run through the local area within the PTAL threshold for buses of 640m, which equates to a typical walk time of around eight minutes. These services connect with other public transport modes, such as underground and rail, at key nodes such as Finsbury Park. The general area within which the site sits is designated with a PTAL level of 3 which is defined as 'moderate' accessibility by public transport, based solely on the access to buses.
- 2.1.7 A plan illustrating the location of the site in the context of the surrounding area is included for reference at **Appendix A**.

2.2 Existing Pedestrian Environment

- 2.2.1 The streets within the vicinity of the site are supported by a network of footways running along both sides of the roads, supporting pedestrian connectivity around the site and the surrounding local area. The footways are generally well-maintained and in good condition. Footways along both sides of the main thoroughfares of Crouch Hill, Crouch End Hill, The Broadway, Park Road and Broadway Parade (Tottenham Lane) are of general good standard.
- 2.2.2 Along The Broadway running between Weston Park to the north and Crouch Hill to the south the footway width is typically no less than 3m, though with the effective width available varying due to the presence of street furniture (permanent and temporary); the middle stretch running through the bus waiting arrangements has a reduced width of 2m as a result of the bus shelter. The stretch along Crouch Hill local to the site is similarly of a lesser width.
- 2.2.3 Along Weston Park to the north and Haringey Park to the south, the footway width is typically 2.5m or so, but again with intermittent street furniture reducing the footway width locally.
- 2.2.4 These footway widths are in line with current design guidance, such as the standards put forward within '*Manual for Streets*' which suggests a typical minimum width of 2m but also wider provision in areas where there are 'gathering' places such as shops which reflects the primary nature of the Crouch End District Centre and within that The Broadway.
- 2.2.5 Signal-controlled crossings are in operation at the major road junctions within the vicinity of the site, at the Crouch Hill / Crouch End Hill / The Broadway junction and at The Broadway / Crouch Hill Road / Park Road / Broadway Parade (Tottenham Lane) junction. Pedestrian crossing points at these junctions have dropped kerbs and tactile paving. There is also a stand-alone signal-controlled pedestrian crossing on The Broadway a short distance to the north of Town Hall Square, also with dropped kerbs and tactile paving.
- 2.2.6 Zebra crossings are located on Park Road, close to the junction with Middle Lane, and across Middle Lane, by the junction with Park Road, both with dropped kerbs and tactile paving, with a further zebra crossing situated on Broadway Parade / Tottenham Lane by the junction with Elder Avenue, again provided with dropped kerbs and tactile paving
- 2.2.7 The provision of these dedicated and formal pedestrian crossing facilities at key locations along local desire lines supports a high level of pedestrian connectivity between the site and the public transport facilities operating in the local area, as well as the range of other local facilities, such as retail and food / drink opportunities. There is currently, however, limited directional signage within the Crouch End District Centre area to assist wayfinding.
- 2.2.8 With the footway network and controlled crossing facilities available within the vicinity of the site the pedestrian environment is considered to be of an overall very good level, when also considering accommodation of key pedestrian desire lines, quality of the pedestrian infrastructure and maintenance of pedestrian facilities, other than potentially in relation to wayfinding which could benefit from some localised enhancements to better assist.

- 2.2.9 For the purpose of commuting which is a key travel purpose particularly during peak periods, the 'acceptable' walking distance as guided by the IHT is defined as 1 kilometre, but with a threshold of 2 kilometres considered to be a 'preferred maximum'. These distances are also those put forward for trips for the purposes of education and sightseeing, the latter considered as a proxy for leisure travel. A copy of this reference is attached at **Appendix B**.
- 2.2.10 The kilometre catchment includes further parts of Crouch End to the west, Hornsey to the north, parts of Stroud Green to the south and parts of Harringay to the east. This catchment also includes the local bus stops with the Crouch End District Centre area and the London Overground station at Crouch Hill, which assist with core travel further afield. The wider catchment of two kilometres extends northwards to parts of Alexandra Palace and Wood Green, eastwards to Harringay Green Lanes, southwards to Upper Holloway and Archway and westwards to Highgate. These catchments providing access to further employment opportunities and key facilities and services outside of the Crouch End District Centre.
- 2.2.11 Whilst an overview of the census data for the local area suggests 6% of those travelling to and from work outside of the home do so primarily on foot, with a further 60% undertaking such a journey by public transport a number of other trips would include walking for varying distances. As such, the existing provision of good pedestrian links overall is considered to be very beneficial to this site and those travelling to and from it.

2.3 Existing Cyclist Environment

- 2.3.1 Cycling has been seen as an increasingly important mode of travel especially for commuting journeys over the last 10 years. This mode has the scope to be used to undertake shorter-distance journeys otherwise undertaken by public transport or by car, which is demonstrated by the fact that the local census data suggests that 11% regularly cycle to and from work.
- 2.3.2 Whilst it is acknowledged that the local terrain may not be conducive for some to cycle, the introduction of a 20mph speed limit across the majority of the borough, including the full extent of the local network around the Crouch End area, may assist in supporting an environment more so conducive to cycling.
- 2.3.3 Transport for London's '*Local Cycling Guide 4*' identifies a network of '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads*', with one such local route being that running from Hornsey High Street via Tottenham Lane, Inderwick Road and Oakfield Road through to Finsbury Park. This route runs around 800m to the east of the site and may be accessed via Weston Park to the north or Ridge Road to the south, which are both classified as '*other roads that have been recommended by cyclists*'.
- 2.3.4 There is directional signage at the junction between Inderwick Road and Ridge Road, where the route changes from north-south to east-west, but no signage at the junction between Inderwick Road and Weston Park, where the route continues through without a change of the north-south alignment. There is intermittent plate signage confirming the status of the route and occasional on-street symbology to do likewise, but no further dedicated infrastructure.

- 2.3.5 Additionally, Parkland Walk is a 3km stretch of disused railway track which provides off-road facilities for pedestrians and cyclists, which can be accessed with respect to the site via either Crouch Hill or Crouch End Hill approximately 600m of the site. This off-road route runs between Highgate and Finsbury Park, forming part of the Capital Ring.
- 2.3.6 There is ramped access between the street level and the Parkland Walk track at both Crouch Hill and Crouch End Hill, with that most practical at Crouch Hill being initially via the access shared with Ashmount Primary School and that at Crouch End Hill being via the access off of The Crescent which runs off of Crouch End Hill westwards. At both locations signage to direct access onto the Parkland Walk, whilst available, is limited and discreet.
- 2.3.7 Within the vicinity of the site there is public cycle parking comprising five stands, with the capacity to accommodate ten cycles, outside Barclays Bank on the Town Hall Square and four stands, with the capacity to accommodate eight cycles, outside the main entrance to Hornsey Library on Haringey Park. Additional cycle parking facilities are provided along a number of neighbouring streets, including Crouch Hill, Crouch End Hill, The Broadway, Coleridge Road, Crouch Hall Road and Broadway Parade / Tottenham Lane, all within 200m of the site.
- 2.3.8 A series of daytime parking beat surveys, to be discussed later in this section of the report, included observations of the utilisation of the existing cycle parking stands outside Barclays Bank and outside the library. These observations indicated that typically no more than seven of the eighteen cycle parking spaces were being used during the weekday daytime period of 08:30 to 18:30, thus less than half of the currently available cycle parking spaces, and the busier periods more so in the morning and around the lunchtime period.
- 2.3.9 Based on earlier guidance presented in Planning Policy Guidance 13 '*Transport*', which has since been superseded, an acceptable travel time considered practical to cycle on a regular basis is within fifteen minutes (or about a distance of 5 kilometres), though it was acknowledged that it would not be uncommon for greater timed and lengthier journeys to be undertaken on regular occasions, in particular to a place of work, where the acceptable distance would be much greater in terms of length and distance.
- 2.3.10 Indeed, subsequent literature published by Sustrans suggests that whilst the definition of an acceptable cycle distance cannot be fixed, an approximate and sound guide for a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period. This links in with recommended minimum amounts of weekly physical activity of five units of thirty minutes for an adult, though again the local terrain may not be conducive as elsewhere.
- 2.3.11 Within the initial threshold of five kilometres the cycle catchment would extend northwards to include Hornsey, Alexandra Palace and Bounds Green; eastwards to Haringay and South Tottenham; southwards to Holloway and Highbury; and westwards to Highgate and East Finchley. This catchment may reflect the typical area in light of the local terrain.

- 2.3.12 Extension of this initial catchment to consider the upper cycle threshold of eight kilometres would run through to East Barnet and Southgate to the north; Tottenham and Walthamstow to the east; central London to the south; and Golders Green and Brent Cross to the west.
- 2.3.13 These cycle catchment areas would encompass a number of key centres offering a range of employment opportunities, facilities and services, thus there is the scope for cycling to and from the site to be undertaken from within a wide catchment area and as such cycling is a mode which will be promoted within the travel plan for the site with ample on-site parking.

2.4 Existing Public Transport Environment

- 2.4.1 Public transport routes, initially by bus and then by interchange by underground and rail, provide realistic and viable means of travel to and from the site, with the site area defined as having a PTAL of 3, corresponding with 'moderate' accessibility by public transport, within London Borough of Haringey's draft 'Site Allocations DPD' which forms part of the Local Plan.
- 2.4.2 TfL's online PTAL calculator (WebCAT) has been used to review the score and the output from this is included at **Appendix C**. Whilst specifically for the Town Hall frontage this tool suggests a lesser public transport accessibility level (PTAL) of 2, corresponding with 'poor' such accessibility, separate assessments along The Broadway, Haringey Park and Weston Park reconfirm the initial reference of a PTAL of 3, so this is taken forward to reflect the wider site.

Bus Services

- 2.4.3 As referenced, local bus services provide the primary public transport mode available to those travelling to and from the site and the surrounding local area.
- 2.4.4 There are currently four different bus routes which operate services via stops within a short walking distance of the site. The bus stops closest to the site are those located along Crouch End Broadway, which in the southbound direction sits directly in front of the Town Hall Square and in the northbound direction sits a short distance to the north of the Town Hall Square, connected with the site area by means of a conveniently-located signal-controlled crossing.
- 2.4.5 Both of these local stops are supported by sheltered and seating arrangements, as well as real-time countdown information displays. These stops also display timetables of the services and local area maps, which assist with local wayfinding. The southbound stop (CC) is served by a single route (W7) and the northbound stop (CD) by two routes (W5 and W7).
- 2.4.6 A further pair of stops are located along Tottenham Lane / Broadway Parade, with the southbound stop around 200m of the site (as measured from the Town Hall building) and the northbound bus stop around 250m of the site, thus typically around a walk of three minutes. These stops are served by two routes in both directions (41 and 91), with the reverse journey of a further service (W5) also frequenting the northbound bus stop.

- 2.4.7 Additionally, it should be noted that within the vicinity of the site the W5 service, that using the northbound bus stops along both The Broadway and Tottenham Lane, runs along Haringey Park to the south of the site in the direction of Archway and as a 'hail and ride' section, which allows passengers to board and alight when it is considered safe to do so by the driver.
- 2.4.8 These four local service are complemented also by a further route (W3), which is available from the pair of bus stops along Ferme Park Road, with the northbound bus stop (X) to the north of junction with Weston Park and the southbound bus stop (Y) to the south of the junction with Weston Park. This additional route runs within around 640m of the site, again when measured from the Town Hall building, equivalent to a walk of around eight minutes.
- 2.4.9 Table 2.1 presents a summary of the bus routes operating within an acceptable walk distance of the site, identifying typical daytime frequencies and the nearest stops as well as a route summary. A summary spider map of Crouch End area, as prepared by TfL and upon which four of the five routes are illustrated, is provided for reference at **Appendix D**.

Route Number	Route Summary	Closest Bus Stop	Typical Hourly Freq.
41	Tottenham Hale – Seven Sisters – Turnpike Lane – Hornsey – Crouch End – Archway	Crouch End Broadway / Park Road	10
91	Crouch End – Hornsey Rise – Caledonian Road – King's Cross / St Pancras – Euston Station – Holborn Station – Trafalgar Square		8
W3	Northumberland Park – White Hart Lane Station – Wood Green Station – Alexandra Palace – Crouch End – Finsbury Park Station	Ferme Park Road / Weston Park	11
W5	Harringay Sainsbury's – Harringay Station – Crouch End – Whittington Hospital - Archway	Crouch End Broadway	5
W7	Muswell Hill Broadway – Alexandra Park – Crouch End – Crouch Hill Station – Finsbury Park Station	Crouch End Broadway / Town Hall	12
		CUM. HOURLY FREQ.	46

Table 2.1: Summary of Local Bus Services

- 2.4.10 The details of the range of bus services accessible of the site and the frequencies of these illustrate that this mode of travel is both practical and convenient for those travelling to and from the site, with a cumulative frequency of service equating to around two services every three minutes typically by direction during a typical daytime hour.
- 2.4.11 Additionally, given that all but one of the routes (91) are through routes, this increases the overall number of buses serving the area to eighty-four typically and thus a cumulative frequency of service approaching three services every two minutes, so further increasing the propensity for individuals to regularly use this mode of travel.

- 2.4.12 All the buses operating within the vicinity of the site are low-floor vehicles which can be lowered to pavement level when the bus stops and the doors open, ensuring that this key mode of travel is accessible to those with mobility difficulties, so fully inclusive. The vehicles have easy access ramps and sufficient space on-board for a wheelchair, be it motorised or non-motorised, though not for all scooter models.

Underground & Rail Services

- 2.4.13 Although there are no London Underground, Overground or National Rail stations within the vicinity of the site, appraised against the background of the PTAL distance threshold for such services of 960m which equates to a walk typically of twelve minutes, both the W3 and W7 bus services provide convenient access to the Finsbury Park transport hub, with a typical journey time of around 15 minutes; the W7 also runs via Crouch Hill overground station.
- 2.4.14 As referenced previously, Crouch Hill overground station is around a kilometre to the south of the site, thus a short distance outside of the PTAL threshold but equating to a typical walk of between 12 and 13 minutes and within a reasonable cycle distance, whilst Finsbury Park interchange is around 2.2 kilometres to the south-east of the site, thus similarly not being outside an acceptable cycle distance and with a typical journey time of around 10-12 minutes.
- 2.4.15 Crouch Hill overground station is served by London Overground services along the route between Gospel Oak and Barking, whilst Finsbury Park station is served by the Piccadilly and Victoria lines on the London Underground network and Great Northern services on the National Rail network, as well as several other bus routes to and from various centres.
- 2.4.16 Table 2.2 presents a summary of the National Rail services currently operating via Finsbury Park station, whilst Table 2.3 presents a summary of London Overground and Underground routes operating via Crouch Hill and Finsbury Park stations respectively. Each table identifies the typical daytime frequencies and a route summary.

Route Summary		Typical Hourly Freq.
Great Northern	Moorgate – Old Street – Highbury & Islington - Finsbury Park – Enfield Chase - Hertford N. – Stevenage – Hitchin - Letchworth	3
	Moorgate – Old Street – Finsbury Park – New Barnet – Potters Bar – Hatfield - Welwyn Garden City	3
	Moorgate – Old Street – Finsbury Park – Palmers Green – Enfield Chase – Hertford North	3
	King’s Cross – Finsbury Park – Stevenage - Hitchin – Biggleswade – Huntingdon - Peterborough	2
CUM. HOURLY FREQ.		11

Table 2.2: Summary of National Rail Services from Finsbury Park

Route	Route Summary	Typical Hourly Freq.
Overground	Gospel Oak – Upper Holloway – Crouch Hill – Harringay Green Lanes – South Tottenham – Walthamstow Queen’s Road – Leytonstone High Road – Wanstead Park - Barking	4
Victoria Line	Walthamstow Central – Finsbury Park – King’s Cross St Pancras – Euston – Oxford Circus – Victoria – Vauxhall - Brixton	28-30
Piccadilly Line	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross St Pancras – Leicester Square – Earl’s Court – Hammersmith – Hounslow Central – Heathrow Airport	12
	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross – Holborn -Leicester Square – Knightsbridge – Earl’s Court – Acton Town – Rayners Lane	3
	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross – Holborn - Leicester Square – Knightsbridge – Earl’s Court – Acton Town – Rayners Lane - Uxbridge	3
CUM. HOURLY FREQ.		50-52

Table 2.3: Summary of Local Overground & Underground Services

- 2.4.17 Whilst it is acknowledged that access of these additional public transport services would typically require use also of local bus services, though not precluding walking to and from Crouch Hill or cycling to and from Crouch Hill or Finsbury Park, this reflects current travel patterns identified through the local census data in terms of travel to and from work.
- 2.4.18 The local census data identified that whilst travel by bus was the main mode of travel for the work trip purpose for 13% of those travelling outside of the home, a higher mode share was identified with regard to travel by underground with this sitting at 41%; rail had a 6% mode share. This demonstrates that these additional public transport services, particularly those on the underground network, are considered by many to be both practical and convenient.
- 2.4.19 With a cumulative hourly frequency of service typically of 46-48 underground services solely running through Finsbury Park station, this equates to an average of no less than two services every three minutes and is approaching an average of a service every minute, based on a single direction of travel which may be more so reflective of typical travel patterns. However, these services operate as through routes, thus increasing the frequency of service available solely by the two underground lines to around three services every two minutes. Thus similarly further increases the propensity for individuals to regularly use this mode, which is evident through the local census data and the corresponding travel to work patterns.
- 2.4.20 These underground services are further enhanced by the National Rail services running between central London and areas to the north, via Finsbury Park and north London, and the London Overground services via Crouch Hill, which cumulatively provide a further nine services in each direction during the typical daytime hour. These complementary services provides access to a number of key certain area outside of the central London area also.

2.5 Existing Highways & Parking Environment

- 2.5.1 The A103 runs to the immediate west of the site and operates as a local strategic road corridor between Lower Holloway to the south and Hornsey to the north. In the vicinity of the site it comprises Crouch End Hill, The Broadway, Broadway Parade and Tottenham Lane. It runs as a two-way single carriageway, subject to a 20mph speed limit as part of the borough network
- 2.5.2 This intersects with the A1021 at both the northern end of The Broadway, at the junction with Park Road which then runs off to the north-west towards Muswell Hill, and the southern end of The Broadway, at the junction with Crouch Hill which then runs off to the south-east towards Finsbury Park. Similarly, these roads runs as two-way single carriageways.
- 2.5.3 There is a bus lane running northbound along Crouch End Hill from the junction with Christchurch Road until about 50 metres prior to the junction with Crouch Hill and The Broadway. This bus lane operates between the hours of 07:00 to 10:00 and 16:00 to 19:00 Monday to Saturday and permits shared-use with cyclists, motorcyclists and taxis also.
- 2.5.4 Weston Park runs to the north of the site and Haringey Park to the south of the site, with Hatherley Gardens immediately to the west, running off of Haringey Park through to the Town Hall Square. These local roads all fall within the Crouch End CE-A controlled parking zone, within which between the hours of 10:00 and 12:00 Monday to Friday only those with permits are allowed to park within certain on-street parking banks.

Network Characteristics

- 2.5.5 Along **The Broadway**, in the vicinity of the Town Hall Square, there is a stretch of 18m of single yellow line on the eastern side, near the junction with Weston Park, operational Monday to Saturday from 07:00 to 10:00 and from 16:00 to 19:00 during which no kerbside activity is permitted; between these periods this stretch operates as a 'pay and display' facility with a maximum stay of two hours, but also with no preclusion for use for loading / unloading. There are no restrictions on kerbside activity prior to 07:00 or following 19:00.
- 2.5.6 There is a similar stretch of 33m along the western side, running north from near to the junction with Coleridge Gardens.
- 2.5.7 **Weston Park** runs between the junction with the A103 Tottenham Lane / Broadway Parade to the west and the junction with Uplands Road to the east, with the initial stretch running off of the A103 through to Felix Avenue operating one-way only eastwards; the remainder of Weston Park operates as a two-way street.
- 2.5.8 The initial stretch of Weston Park, again that running to Felix Avenue, is that along which there are a number of different on-street parking facilities, with each side of the road having a bank of parking dedicated to 'pay and display' use between 09:30 and 17:30 Monday to Saturday (each with a typical capacity of two vehicles) and a space dedicated for the purpose of loading / unloading between 08:00 and 18:30 Monday to Saturday. There is a designated disabled space along the northern side and motorcycle parking along the southern side.

- 2.5.9 Elsewhere along this initial stretch, then running along the remainder of Weston Park, the majority of the on-street spaces are those subject to the controlled parking zone restrictions of CE-A, thus restricted in use between 10:00 and 12:00 Monday to Friday by those with resident parking permits for the zone.
- 2.5.10 **Haringey Park** operates as a two-way street between the junction with the A1201 Crouch Hill to the west and the junction with Bourne Road to the east.
- 2.5.11 On the north side of Haringey Park, between Crouch Hill and Hatherley Gardens, there is a single bay reserved for the purpose of loading / unloading between the hours of 08:00 and 18:30 Monday to Saturday, followed by a bank available for use by resident permit holders only during the hours of restriction of the CE-A controlled parking zone and with a capacity of three to four vehicles (three based on measured capacity and four based on observations).
- 2.5.12 The stretch of on-street parking running in front of the library comprises a number of different facilities, with two shared-use permit holder / 'pay and display' parking banks separated by motorcycle parking and disabled parking. Similarly, the shared-use spaces are subject to restrictions / payment during the hours of the CE-A controlled parking zone, with the two banks typically accommodating six vehicles and five vehicles respectively based on measured capacity. The disabled parking stretch typically accommodates two vehicles.
- 2.5.13 On the south side of Haringey Park, initially between Crouch Hill and Ivy Gardens, there is a shared-use permit holder / 'pay and display' parking bank subject to the same restrictions as those along the northern side, followed by a bank available for use by resident permit holders only during the hours of restriction of the CE-A controlled parking zone. The shared-use facility has a measured capacity of four vehicles, though observed as being up to four vehicles, with the permit holder bank having a measured capacity for nine vehicles.
- 2.5.14 Elsewhere along Haringey Park, on-street parking is demarcated for use by resident permit holders only during the hours of restriction of the CE-A controlled parking zone, other than the availability of a further three spaces designated for use by those with disabilities.
- 2.5.15 Along **Hatherley Gardens** the on-street parking is provided typically along the western side of the road and this being subject to the controlled parking zone restrictions, thus restricted to use by residents with parking permits during the hours of restriction of the CE-A controlled parking zone. There are, however, two separate banks of on-street parking along the eastern side of the road – one close to the junction with Haringey Park which accommodates two car club spaces and one close to the Town Hall which accommodates two disabled parking spaces.
- 2.5.16 The nearest public off-street car park is Crouch Hall Road Car Park, run by the London Borough of Haringey, with a reported capacity of thirty-one (31) spaces but a surveyed capacity of twenty-two (22) spaces. Fees are applicable Monday to Saturday 08:00 to 18:30, starting at £1.25 for 1 hour, rising to £7.20 for 4 hours and over. Charges do not apply on Sundays or public holidays and there is no preclusion to overnight parking.

Highway Safety

- 2.5.17 Accident records for the local highway network were obtained from the London Accident Analysis Unit for the five-year (sixty months) period through to October 2016. An overview plan relating to these accident records is attached for reference at **Appendix E** of this report.
- 2.5.18 The study area comprised the A103 as it runs (as Tottenham Lane) from the junction with Rokesly Avenue to the north to (as Crouch End Hill) the junction with Hornsey Lane to the south; the A1201 as it runs (as Park Road) from the Leisure Centre access to the north to (as Crouch Hill) the junction with Mount View Road to the south; the full length of Weston Park and Haringey Park as they run eastwards from the A103 / A1201 network, as well as the initial stretch of Crouch Hall Road to the junction with Berkeley Road as it runs westwards; an additional local network of roads comprising Bourne Road, Drylands Road and Landruck Road in full, as well as a stretch of Ferme Park Road between Weston Park and Landruck Road.
- 2.5.19 There were 124 accidents, resulting in 137 casualties, recorded in this area, thus an average of around twenty-five (25) accidents per year. Of the 137 casualties, fourteen (14) sustained serious injuries, an average approaching three (3) per year, with the remaining 123 suffering slight injuries only.
- 2.5.20 Of the incidents involving serious injuries, five of these took place on Park Road – two involved vehicles colliding with cyclists; two involved pedestrians stepping out in front of vehicles, and one occurred when a vehicle being pursued by police lost control and hit a lamp post. There were five further serious incidents along Crouch End Hill – two involved vehicles colliding with cyclists; two involved vehicles colliding with pedestrians and one involved a car in collision with a motor cycle. There were two further serious incidents on Tottenham Lane – one involved a driver opening the car door into the path of an oncoming cyclist and one involved a pedestrian stepping out in front of an oncoming vehicle.
- 2.5.21 Off of the main route corridors, the remaining two incidents involving serious injuries comprised one along Ferme Park Road, which occurred when a car pulled in front of a cyclist causing the cyclist to run into the back of the car, and one along Bourne Road at the junction with Weston Park, with a pedestrian stepping off the footway into the path of a turning car.
- 2.5.22 The majority of the reported incidents resulting in slight injuries took place, as would be expected, along the major roads in the area: Crouch End Hill (21), Crouch Hill (12), The Broadway (7), Park Road (18) and Tottenham Lane (32). The accident data does not indicate any safety concerns over the design and layout of junctions and crossings on these roads, rather that accidents are caused by simple human error, poor driver behaviour, illegal manoeuvres and lack of judgment.
- 2.5.23 Along the highway stretches most immediate to the site there were no recorded incidents along the full length of Haringey Park between Crouch Hill and Bourne Road, with only a single incident along Weston Park between Tottenham Lane and Elder Avenue as a result of a pedestrian being hit by a reversing vehicle at the junction with Tottenham Lane.

2.5.24 Along The Broadway there were three incidents at or close to the junction with Crouch Hill – one with a cyclist losing control while trying to overtake stationary vehicles; one with a schoolchild being hit by a car on the pedestrian crossing and one with a passenger slipping and falling in relation to boarding / alighting. Along the stretch of The Broadway opposite the Town Hall Square there were two reported incidents – one with a drunk driver reversing into parked vehicle, injuring the occupant, and one with a taxi attempting a U-turn being hit from behind by a motorcycle. With five such incidents over a five-year period, these occurrences would average at one such incident per year, which again is a relatively low incident rate.

2.6 Existing Highways & Parking Activity

2.6.1 A series of peak period traffic counts were undertaken at six junction locations upon the local highway network, three locations along the main route corridors to the west of the site and three locations along the side road network running east off the main route corridors. The locations of these counts are as listed:

- Junction 1: A103 Tottenham Lane / Weston Park / A103 The Broadway / Crouch Hall Road / A1201 Park Road
- Junction 2: A103 The Broadway / A1202 Crouch Hill / A103 Crouch End Hill / Coleridge Rd
- Junction 3: A1201 Crouch Hill / Haringey Park
- Junction 4: Haringey Park / Hatherley Gardens
- Junction 5: Haringey Park / Bourne Road
- Junction 6: Weston Park / Aubrey Road

2.6.2 These surveys were undertaken by K&M Traffic Surveys on Thursday 18th May 2017 between the hours of 07:00 and 10:00 for the morning peak period and between the hours of 16:00 and 19:00 for the late-afternoon / early evening period, with Tables 2.4 and 2.5 below presenting a summary of the flows through each of the six junctions for the typical network a.m. peak hour of 08:00-09:00 and the typical p.m. peak hour of 17:00-18:00 respectively. The full set of the survey results are attached for reference at **Appendix F** of this report.

	Cars / LGVs	Buses / OGVs	Cycles	TOTAL
1. Tottenham Lane / Broadway / Park Rd	1,447	150	116	1,713
2. Broadway / Crouch Hill / Crouch End Hill	1,380	138	142	1,660
3. Crouch Hill / Haringey Park	571	60	24	655
4. Haringey Park / Hatherley Gardens	109	7	7	123
5. Haringey Park / Bourne Road	92	7	7	106
6. Weston Park / Aubrey Road	122	10	11	143

Table 2.4: Summary of Junction Flows – A.M. Peak Hour (May 2017)

	Cars / LGVs	Buses / OGVs	Cycles	TOTAL
1. Tottenham Lane / Broadway / Park Rd	1,644	101	79	1,824
2. Broadway / Crouch Hill / Crouch End Hill	1,500	94	80	1,674
3. Crouch Hill / Haringey Park	531	46	15	592
4. Haringey Park / Hatherley Gardens	159	7	2	168
5. Haringey Park / Bourne Road	116	7	1	124
6. Weston Park / Aubrey Road	182	7	4	193

Table 2.5: Summary of Junction Flows – P.M. Peak Hour (May 2017)

- 2.6.3 The summary junction flows identify traffic volumes during the typical network p.m. peak hour to be higher than those during the typical network a.m. peak hour, both along the key route corridors of the A103 and the A1202 and along the residential streets running off of these corridors to the east. As would be expected, the heaviest flows run through the signal-controlled junctions at each end of The Broadway, with a peak of around 1,800 vehicles.
- 2.6.4 This level of hourly traffic through a signal-controlled junction, with the approach on two of key streams (Park Road from the north and The Broadway from the south) flaring into two lanes running up to the stopline, should be adequately accommodated by the capacity afforded, albeit with some queue build-up during the busiest periods.
- 2.6.5 This is reflected in the results of the queue length surveys at this junction, a full copy of which is attached at **Appendix G** for reference, which show consistently longer and sustained queues during the p.m. peak period, particularly upon The Broadway approach for the traffic stream heading north-east into Tottenham Lane but more so prior to the typical network peak hour with queues regularly between ten to fifteen vehicles before typically falling back.
- 2.6.6 Similarly, the lesser flow through the signal-controlled junction at the southern end of The Broadway, with the approach along The Broadway again flaring into two lanes running up to the stopline, should also be adequately accommodated by the capacity afforded, but again albeit with some queue build-up during the busiest periods, which the queue length surveys at this junction (also attached at Appendix G) confirm.
- 2.6.7 Consistently during the first hour of the late-afternoon / early evening period (16:00-17:00), the Crouch End Hill approach from the south-west consistently showed longer and sustained queues than those upon the approaches and those during other parts of the peak period, with queues regularly at or above twenty vehicles during this first hour before typically falling back.
- 2.6.8 In addition to the peak period traffic counts, K&M Traffic Surveys also undertook a series of daytime and overnight parking beat surveys within the vicinity of the site, reporting not only on kerbside activity but also use of the local public car park at Crouch Hall Road. The study area for these parking beat surveys is illustrated upon the overview plan attached at **Appendix H** of this report, the extent of which was agreed in advance with LB Haringey (Highways).

- 2.6.9 The daytime parking beat surveys were undertaken on Wednesday 28th June and Tuesday 4th July 2017, at half-hourly intervals between 08:30 and 18:30, whilst the overnight parking beat surveys were undertaken as single loops between 00:30 and 05:30 on Tuesday 13th June and Friday 16th June 2017. The full results of these surveys are attached at **Appendix I**.
- 2.6.10 These surveys confirm firstly, based on measured capacity equating to one space for every kerbside 6m, that on-street parking banks provide parking for 298 vehicles – 236 designated for use by permit holders only during the hours of restriction (10:00-12:00 Monday to Friday to the east of The Broadway – CE-A and 14:00-16:00 Monday to Friday to the west of The Broadway – CE-B), 27 designated as shared-use spaces with ‘pay and display’ during the periods of restriction and 35 designated separately as ‘pay and display spaces’.
- 2.6.11 Additionally, and with relevance more so to the overnight parking, facilities available either exclusively or shared-use for loading / unloading during the daytime period have the capacity to accommodate a further twenty-nine vehicles outside the periods of operation, in addition to the twenty-two spaces available within the Crouch Hall Road car park.
- 2.6.12 However, it should be noted that based a combination of number of vehicles observed as parking and the spare spaces then being capped, such that the total capacity does not exceed either the number of vehicles parked or the theoretical capacity based on 6m per vehicle, the overall capacity of these three on-street types of parking could equate to around 310 spaces, thus around 4% greater than that associated with the theoretical capacity.
- 2.6.13 The following presents a summary of the key results from the daytime parking beat surveys:
- In the morning period both prior to and during the hours of operation of CPZ CE-A the number of vehicles parked, as an average of the two survey days, peaked at 219, thus with 17 spare spaces theoretically but an equivalent stress of around 93%.
 - During the afternoon period following on from the hours of operation of CPZ CE-A, the number of vehicles parked was consistently above the theoretical capacity based on 6m per space, thus theoretically with no spare spaces.
 - However, corresponding observations during the afternoon period, as an average of the two survey days, suggested no less than 27 spare spaces on-street, thus demonstrating that allowing for 6m per space may not fully reflect the on-street parking capacity.
 - Amongst the ‘pay and display’ and shared-use parking spaces the number of vehicles parked, as an average of the two survey days, peaked at 58, thus with four spaces only theoretically and an equivalent stress of around 94% (similar to the permit holder spaces).
 - However, again corresponding observations, as an average of the two survey days, suggested no less than twelve spare spaces on-street, thus continuing to demonstrate that allowing for 6m per space may not fully reflect the on-street parking capacity.

- Specifically with regard to the disabled parking spaces along Hatherley Gardens, whilst there were periods when both spaces occupied for the majority of the daytime period there observations identified at least one of the spaces being spare and available.
- Specifically with regard to the car club spaces also along Hatherley Gardens, during the daytime period typically there continues to be at least one of the two vehicles available, which reflects weekend observations, with more often than not both being available.

2.6.14 Whilst these daytime surveys confirm that there is a high level of on-street parking within the local area, it also demonstrates that actual on-street capacity typically may be being underestimated by means of applying 6m per vehicle to derive a theoretical capacity and that there are a small number of on-street parking spaces continuing to be available. The difference between the morning period and the afternoon period confirms that the operation of the controlled parking zone (CE-A) can assist in reducing on-street parking.

2.6.15 The results also demonstrate that current on-street facilities for dedicated user groups, such as those with mobility difficulties and car club users, would be available also.

2.6.16 With regard to the overnight period, which is typically that during which on-street parking demand by residents is at a peak, with the availability also of the spaces within the Crouch Hall Road car park and the on-street loading bays the theoretical capacity available for parking increase to a total of 349 spaces. As referenced previously, based on observations of how vehicles are parked and the residual spaces, there could be a higher on-street capacity, which in relation to overnight parking opportunities would be between 360 and 365 vehicles.

2.6.17 Table 2.6 summarises the results of the overnight parking beat surveys and an appraisal of these in terms of on-street stress against the background of the theoretical capacity across the study area and the observed capacity across the study area, with the assessment for each based on the average of the two survey days.

	Vehicles Parked*	Spare Spaces*	TOTAL CAPACITY*	STRESS
Theoretical Capacity	278	71	349	79.66%
Observed Capacity	278	86	364	76.37%
<i>*All references exclude demand and capacity from designated bays, such as those for the disabled, car club spaces and motorcycle parking.</i>				

Table 2.6: Summary of Existing Overnight Parking Stress

2.6.18 Against the background of the above summary, it is evident that with the inclusion of Crouch Hall Road car park and spaces available for purpose of loading / unloading during certain periods of the day, there is some spare parking capacity within the vicinity of the site, with scope to accommodate thirty-six vehicles without exceeding a threshold of 90% based on the lesser theoretical capacity and forty-nine vehicles based on the observed capacity.

2.7 Proximity to Local Amenities

- 2.7.1 The Building Research Establishment (BRE) has developed the Home Quality Mark (HQM) to form part of the BREEAM group of quality and sustainability standards with regard to residential development. Assessment under the HQM measures a range of issues, including 'Our Surroundings' for a key factor is local amenities accessible of the site.
- 2.7.2 The 'Home Quality Mark – Technical Manual' identifies the range of amenities which should be targeted firstly to be within a walking distance of 650m of a site, via a safe pedestrian route. These include administrative services (such as postal facilities, banks or cash points), health services (such as GPs, health centres, pharmacies) and small-scale retail services (such as grocers, butchers, corner shops). The assessment only requires for three different types of these facilities to be within the defined walk distance to achieve the first of the criteria.
- 2.7.3 The guidance then references the additional range of amenities which should be targeted within a travel time of 30 minutes of the site, either again via a safe pedestrian route or by public transport. These include purpose-built recreation or leisure facilities, primary or early education facilities / schools, large-scale retail (such as restaurants, cinemas, non-food shops) and community facilities (such as community hall or library). The assessment only requires two of these facilities to be within the defined travel time to achieve the criteria.
- 2.7.4 The following tables list the full range of local amenities referenced in the 'Home Quality Mark – Technical Manual', with Table 2.7 considering firstly the key local amenities and Table 2.8 considering the additional beneficial local amenities, demonstrating whether or not these are within the travel distance or travel time thresholds of the site.

	Distance / Time		Supporting Commentary
	650m.	30mins*	
Postal Facility	✓	NOT APPLICABLE	Crouch End Post Office is on Broadway Parade (Tottenham Lane) about 350m from the site, with a number of post boxes nearby also.
Bank	✓		Most of the major banks have branches in the district centre of Crouch End Hill, The Broadway and Broadway Parade, including Barclays Bank adjacent to Town Hall Square.
Cash Point	✓		Barclays Bank adjacent to Town Hall Square is supported by external cash points.
Surgery / Health Centre	✓		Christchurch Hall Surgery, Edison Road; Crouch Hall Road Surgery, Crouch Hall Road; and The Vale Surgery, Park Road are all within 500m of the site.
Pharmacy	✓		Boots Pharmacy on The Broadway, opposite Town Hall Square, is that nearest to the site.
Local Retail	✓		The district centre area has numerous retail outlets within 400m of the site.

*NOTE: The 30mins. travel time threshold, as a walk, equates to a walk of 2.4km.

Table 2.7: Summary Assessment of Proximity to Key Local Amenities – Residential Use

	Distance / Time		Supporting Commentary
	650m.	30mins*	
Leisure Centre	NOT APPLICABLE	✓	Park Road Pools & Fitness is less than 1km from the site, a walk of about 12 minutes.
Public Park		✓	Stationers Park, in Mayfield Road, is just under 1km from the site, equivalent to a walk of around 12 minutes.
Children’s Play Area		✓	Cape Adventure Playground, Crouch Hill, is about 800m from the site, a walk of about 10 minutes, with a play area in Stationers Park also.
Nursery / Pre-School		✓	Coleridge Primary School on Crouch End Hill accepts pupils at 3 years old, with this about 700m from the site - a walk of about 9 mins.
Primary School		✓	The nearest non-denominational primary school is Coleridge Primary School on Crouch End Hill, about 700m from the site.
Secondary School		✓	Hornsey School for Girls on Inderwick Road is no more than 750 from the site, equivalent to a walk approaching 10 minutes, with Highgate Wood Secondary School in Montenotte Road about 1.3km from the site, a walk of about 16 mins.
Café / Restaurant		✓	There are numerous cafes and restaurants in the district centre area within 400m of the site and thus within a walk of 5 mins.
Cinema		✓	Crouch End Picture House on Tottenham Lane is no more than 800m from the site, thus a walk of around 10 minutes.
Main Food Retail		✓	Both Waitrose Supermarket on The Broadway and Marks & Spencer Simply Food on Crouch End Hill are both within a walk of 5 minutes of the site
Main Non-Food Retail Outlets		✓	There are several non-food shops in the district centre area within 400m of the site and thus again a walk of 5 minutes.
Community Centre		✓	Union Church & Community Centre on Weston Park is within 400m of the site, so again a walk of about 5 minutes.
Library		✓	Hornsey Library on Haringey Park is immediately adjacent to the site
*NOTE: The 30mins. travel time threshold, as a walk, equates to a walk of 2.4km.			

Table 2.8: Summary Assessment of Proximity to Beneficial Local Amenities – Residential Use

2.7.5 This assessment demonstrates that firstly all of the six key local amenities would sit within the shorter distance threshold of 650m of the site, equivalent to a walk of around eight minutes, and indeed with all but one of these being located within a typical walk of no more than five minutes commensurate with a distance of 400m.

2.7.6 The distances have been based typically on an average of the distance via Haringey Park and the distance via Weston Park, albeit that the site runs through towards The Broadway also.

- 2.7.7 Against this background, the initial criteria set out within the *'Home Quality Mark'* would be achieved, which supports the demonstration of reducing the dependency of travel by the private car which would be expected given the location of the site adjacent to the Crouch End district centre area.
- 2.7.8 The additional assessment demonstrates that all beneficial local amenities sit within the longer travel time threshold of 30 minutes (equivalent to a walk of up to 2.4km), with indeed all being within the travel time threshold wholly on foot. Five of the additional beneficial facilities would be similarly within a walk distance of 400m, equivalent to a walk time of five minutes, with all but one of the remaining twelve facilities within a walk of twelve minutes.
- 2.7.9 With all twelve additional beneficial facilities being within the longer travel time threshold of thirty minutes, access to this range of local facilities would be considerably in excess of the two facilities required to meet the additional criteria within the *'Home Quality Mark'*.
- 2.7.10 As such, it is evident that a wide range of key facilities are accessible of the site by non-car modes, with these facilities being accessible in the first instance by foot and not requiring the additional use of the car or of public transport. Additionally, none of the facilities considered within the assessment would fall outside of a reasonable cycle journey.

3 Description of Development Proposals

3.1 Development Schedule

- 3.1.1 The scheme proposals comprise primarily two parts, the first relating to the delivery of non-residential floorspace to accommodate a number of different land-uses and the second relating to the delivery of a number of residential units across the site.
- 3.1.2 The full redevelopment scheme within and around the Hornsey Town Hall site would, in relation to the delivery of the non-residential floorspace, comprises the refurbishment and enhancement of the full extent of the existing Town Hall building and part of the refurbished Broadway Annex building adjacent to the Town Hall, with a total floorspace of 8,003sqm. GFA.
- 3.1.3 The majority of the non-residential floorspace would come forward within the refurbished Town Hall building, comprising four storeys from lower ground level through to second floor level, with a small amount of non-residential floorspace at the ground floor level within the refurbished Broadway Annex. This floorspace would be given over to four land-uses: hotel, community floorspace, co-working employment floorspace and café / restaurant floorspace.
- 3.1.4 The full and formal description of the scheme, for the purpose of planning, is as follows:

‘Demolition of the Weston Clinic building, courtyard infill extension, Library garage, Library Annex and energy centre. Refurbishment and change of use of the Hornsey Town Hall from b1 use class and sui-generis to a mixed use scheme comprising a hotel (use class c1), food and beverage uses (use classes a3 and a4), community uses (use class d1, d2 and sui-generis) and co-working use (use class b1). Removal of east wing extension and erection of east wing roof extensions. The erection of a 7 storey building and part 4, part 5, part 6, part 7 storey building to the rear and associated car parking at basement level. Change of use of the ground floor of Broadway Annex to food and beverage use (use class a3 and a4) and change of use of the first and second floors to residential use. The erection of an extension to the rear of the Broadway Annex and erection of a residential mews block to the rear of the Broadway Annex. Comprising 146 residential units in total. Alterations and landscaping improvements to the town hall square and open spaces.’

- 3.1.5 Table 3.1 presents a disaggregation of the overall non-residential floorspace (GFA) by land-use and general location, firstly with the shared back-of-house arrangements separated out and secondly with the back-of-house floorspace split proportionally amongst the uses.

	Proposed Use by Floor Area (sqm.)			Proposed Use by Floor Area (with Back-of-House Shared)		
	Town Hall	Broadway Annex	TOTAL	Town Hall	Broadway Annex	TOTAL
Hotel	2,904	-	2,904	2,998	-	2,998
Community	3,538	-	3,538	3,653	-	3,653
Employment	540	-	540	558	-	558
Café / Restaurant	481	288	769	497	297	794
<i>Back-of-House</i>	252	-	252			
TOTAL	7,715	288	8,003	7,706	297	8,003

Table 3.1: Summary of Proposed Non-Residential Floorspace by Land-Use & Location

- 3.1.6 In addition to the above-referenced is floorspace by land-use, it should be noted firstly that the proposed hotel would come forward with sixty-seven (67) rooms and secondly that the space available within the community areas would have a person capacity up to 1,154 persons based on concurrent use of the Assembly Hall, two function rooms and the Committee Rooms.
- 3.1.7 The full redevelopment scheme within and around the Hornsey Town Hall site would, in relation to the delivery of the residential units, comprise demolition and clearance of the land to the rear of the Town Hall building and the construction of two new-build blocks, part of the refurbished Broadway Annex building adjacent to the Town Hall and construction of a single new-build block within the cleared mews area, with a total of 146 units.
- 3.1.8 The majority of the residential units would come forward within the new-build blocks to the rear (known as Blocks A and B), with a small number of units in each of the refurbished Broadway Annex building and the new-build mews building at the end of Rose Place.
- 3.1.9 Table 3.2 presents a disaggregation of the overall number of residential units by the size of the unit (in terms of number of bedrooms) and by general location within the site.

	Block A	Block B	Broadway Annex	Mews	TOTAL
1-bed	29	-	15	5	49
2-bed	34	40	1	4	79
3-bed	14	1	1	-	16
4-bed	2	-	-	-	2
TOTAL	79	41	17	9	146

Table 3.2: Summary of Proposed Residential Units by Size & Location

- 3.1.10 The overall site layout plan, which shows the proposed external arrangements, and the lower ground and basement plans for Block A and Block B respectively, which show further detail in relation to car parking and cycle parking, as prepared by 'make Architects', are attached for information at **Appendix J**.

3.2 Parking Summary

- 3.2.1 The scheme would come forward with forty (45) on-site car parking spaces allocated to the residential units - thirty-three (33) within the undercroft area beneath Block A, seven (7) at surface level adjacent to the servicing area and close to the entrance into Block B, and five (5) at surface level to the rear of the library building.
- 3.2.2 Additionally, a further three surface level car parking spaces for shared-use by visitors to all site uses under a managed system, requiring pre-booking to access and these spaces, would be provided within the rear site area also, located to the north of the servicing area.
- 3.2.3 There would be the scope also to permit three vehicles to park within the forecourt area, again under a managed system and requiring pre-booking to do so, solely for those with mobility issues and in relation to attendance of activities and events within the community area.
- 3.2.4 Fourteen of the forty-five allocated on-site car parking spaces would be designed to accommodate the requirements of those with mobility difficulties, nine within the Block A undercroft parking and five within the external spaces close to Block B, whilst each of the three shared-use external spaces would be designed to be used by both able-bodied and those with disabilities. Nine of the forty-five allocated on-site car parking spaces would have access to electric vehicle charging upon occupation, with scope to expand this to a further nine.
- 3.2.5 In addition to the forty-eight on-site car parking spaces, excluding the forecourt use which would increase the total temporarily to fifty-one spaces, it is proposed to come forward with two car club spaces, which would operate in addition to the two existing spaces on Hatherley Gardens. These would be located, subject to further discussion and agreement with representatives of LB Haringey (Highways), along the stretch of Haringey Park to the immediate east of the site access along which there is currently no on-street parking, such that the car club vehicles would be accessible by residents on-site and those locally.
- 3.2.6 The scheme would come forward with external cycle parking for short-term use within and around the Town Hall Square public realm for no less than sixty (60) cycles, by means of no less than thirty (30) Sheffield stands or equivalent, primarily associated with the proposed non-residential operations but also residential units in the Broadway Annex and mews area, and external parking for short-term use for no less than three cycles within the public realm close to the entrances to Block A and Block B at the rear associated with the residential units.
- 3.2.7 The scheme would also be supported by internal cycle parking for long-term use, with no less than 129 cycle parking spaces within the undercroft area of Block A to support the residential units in this block and no less than eighty-two (82) cycle parking spaces within the basement area of Block B to support the residential units in this block. The cycle storage area in Block A would be accessible by means of the access into the undercroft parking area and internally by means of the two building cores, whilst that in Block B by means of the building core.

- 3.2.8 The back-of-house arrangements to the rear of the main Town Hall building would provide an internal cycle storage area to accommodate no less than twenty-seven (27) cycles to support the long-term cycle parking requirements of the non-residential activities primarily within the Town Hall building but also that at ground floor within the Broadway Annex, with internal cycle parking for long-term use provided at the rear of the Broadway Annex to support the residential units in this area with no less than thirty-two (32) cycle parking spaces.

3.3 Access Arrangements

- 3.3.1 Pedestrian access of the refurbished and enhanced Town Hall building would continue to be directly off of the Town Hall Square public area, with these arrangements enhanced to ensure equitable means of access for both able-bodied persons and those with mobility difficulties, as would pedestrian access of both the ground floor level and upper levels of the refurbished Broadway Annex. Pedestrian access of the new-build residential block within the mews area would be via Rose Place, with a direct pedestrian connection with the new-build block.
- 3.3.2 Pedestrian access onto the site to access the new-residential blocks to the rear (Blocks A and B) would be by both Haringey Park to the south and Weston Park to the north, with the pedestrian entrances into the Block A cores running of the ramp running down from the Haringey Park access and the pedestrian entrance into Block B coming off of the small landscaped area to the south of the servicing area.
- 3.3.3 These accesses off of the external highway would also be available for use by cyclists, thus for those requiring access of the long-term cycle parking within the back-of-house arrangements of the main Town Hall building and the long-term residential cycle parking areas. Access of the short-term cycle parking within and around the Town Hall Square would continue to be either off of The Broadway or off Hatherley Gardens, as with the existing cycle parking spaces.
- 3.3.4 The access off of Haringey Park, which would run immediately to the east of the library, would be that for vehicular access of the site, both of the on-site car parking spaces and of the on-site servicing area and undercroft loading / unloading area.
- 3.3.5 The initial stretch of the access way as it runs off of Haringey Park would be 6m in width, for a length of 20m measured from the Haringey Park kerbline and with around 8m ahead of the gate, which would increase effectively to 10m or so with the effective carriageway along Haringey Park offset by the kerbside parking. Such arrangements in terms of width would accommodate both a car entering concurrent with a car exiting and the swing of larger-sized vehicles in either direction, whilst in terms of length would provide sufficient for all but the occasional larger-sized vehicle to sit clear of the running lane whilst awaiting the gate to open.
- 3.3.6 The subsequent stretches of the access route would have a width of 4.8m, which along a straight stretch such as this is sufficient for a car to pass a smaller-sized servicing vehicle.

- 3.3.7 The access route off Haringey Park comprises three ramp sections, with intervening 'rest' zones, and at the foot of the final ramp section the rear area opens up to provide access into the undercroft parking area under Block A, the surface level car parking close to the entrance to Block B and the dedicated servicing area. This latter facility has been designed to operate, under a managed environment, to accommodate either a single large servicing vehicle of up to around 11m in length at any one time or two medium-sized vehicles concurrently.
- 3.3.8 Both the access off of Haringey Park and the access off of Weston Park would be gated. The arrangements in relation to the former would have the gate set back sufficiently such that the typical servicing vehicle (those up to around 8m in length) would not typically protrude into the carriageway along Haringey Park, whilst the arrangements in relation to the latter would have the gate at the current location, with scope for a secondary gate.
- 3.3.9 Vehicular access onto the site would also be permitted via Weston Park, but only by emergency vehicles and by those residents of Weston Park who currently have rights of access along this route to access the garage units to the rear of their properties. Vehicular access would also be permitted onto the Town Hall forecourt via Hatherley Gardens but under a managed and controlled environment, solely for those with mobility difficulties or in relation to the operation a shuttle service associated with the travel planning for the hotel and events.
- 3.3.10 Any vehicular access onto the site, other than for those allocated one of the forty-five residential parking spaces or for those with existing rights of access, would have to be pre-arranged and pre-booked, both in terms of cars and servicing vehicles, to ensure that frequency, timing and duration are regulated so as to minimise impact on the amenity of both site users and of local residents within the vicinity of the site.
- 3.3.11 A series of swept paths relating to vehicular access of the site via Haringey Park and Hatherley Gardens, including to and from the rear servicing area, is attached for information at **Appendix K**, with these confirming the appropriateness of these arrangements for day-to-day access.

4 Parking & Servicing

4.1 Background

- 4.1.1 This section of the report considers in detail the parking strategy to be brought forward for the site, primarily in relation to the strategy of coming forward with a restraint-based approach for the residential units and a primarily car-free approach for the non-residential operations, but whilst also considering the requirements for those with mobility difficulties and those in terms of cycle parking. This strategy will be considered against the policy guidance and requirements set at both the borough level and the London-wide level.
- 4.1.2 The commentary then considers the servicing strategy to be brought forward for the site, considering both the proposals as they relate to general servicing of the site and the proposals as they relate to the storage and collection of waste and recyclables; this will outline also the strategy further developed in the parallel *'Deliveries & Servicing Management Plan'*.

4.2 Parking Provisions

Residential Car Parking

- 4.2.1 Policy M9 *'Car-Free Residential Developments'* of LB Haringey's *'Unitary Development Plan Saved Policies'*, which forms part of the borough's current Local Plan references that:

'Proposals for new development without the provision of car parking will be permitted in locations where:

- a) there are alternative and accessible means of transport available;*
- b) public accessibility is good;*
- c) a controlled parking zone exists or will be provided prior to occupation of the development.'*

- 4.2.2 Further commentary in support of Policy M9 references that *'appropriately located on-site disabled parking will be required for wheelchair accessible homes'* and that residents within car-free developments located within a controlled parking zone would not be eligible for residential parking permits. The policy commentary also confirms that *'construction of new residential developments without car parking would support Council policies to reduce car dependency and the encouragement of other modes of transport'*.
- 4.2.3 Whilst there are alternative and accessible means of transport available and the site sits within a controlled parking zone, it is acknowledged that public transport accessibility of the site is currently 'moderate', thus whilst it is not considered appropriate to go forward with a car-free development it is considered appropriate to go forward with a restraint-based approach similar to the principles of the requirements put forward in support of Policy M9.

- 4.2.4 This is also consistent with the approach adopted for the previous permissions for mixed-use development at the site and in line with the guidance set out within the London Plan, which puts forward in addition to standards for different residential unit sizes a further reference that *‘developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit’* but that *‘adequate parking spaces for disabled people must be provided preferably on-site’*.
- 4.2.5 Reference to the London Plan is appropriate, given that Policy DM32 *‘Parking’* of the emerging policy at the borough level, as published in the draft *‘Development Management DPD’* puts forward that:
- ‘A *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*’
- 4.2.6 It is acknowledged that this emerging policy also makes reference to the Council supporting *‘proposals for new development with limited or no on-site parking’*, with similar criteria to those attached to retained Policy M9 but with reference to a site having to have a PTAL of at least 4, but against the background of the previous precedent, local car ownership trends and the provision of car club space, a restraint-based approach continues to be valid for the site.
- 4.2.7 A review of car ownership levels within the local area immediate to the site (Haringey 034B within the census data) confirms that firstly 45% of all types of households do not have own car and that secondly amongst flatted units this increases to 52% of households not owning a car. If applied to the number of residential units proposed at the site, this would suggest no more than seventy (70) units would typically own a car in line with current flat car ownership rates; this would increase to eight (80) units if the household car ownership rate were applied.
- 4.2.8 The appraisal of existing parking stress within the local area identified that overnight there is typically no less than thirty-six spare spaces available to accommodate additional demand and maintain a stress level at no more than 90%, which would sit above the theoretical shortfall in on-site residential car parking based on flat car ownership rates (twenty-five spaces) and generally match the overall household car ownership rates (thirty-five spaces).
- 4.2.9 This initial appraisal is without due consideration of the role of car clubs in supporting a reduction of residential car parking spaces, with Carplus referencing within their most-recent report that *‘each car club car resulted in members selling or disposing of 10.5 cars’*, illustrating that each car club space could replicate ten parking spaces, and Sustrans referencing that *‘one car club replaces over 20 private cars’*. With two additional car club spaces included within the proposals, this would reasonably suggest that these could replace thirty spaces.
- 4.2.10 Thus, against the background of each of existing local parking stress and car club substitution, and also with the commitment from the scheme promoter would enter into a legal agreement such that residents and visitors would not be eligible to obtain on-street parking permits in perpetuity, it is demonstrated that the level of on-site parking provision dedicated for the proposed residential units would be sufficient to address the typical parking requirements.

- 4.2.11 The policy requirements to ensure adequate provision for those with mobility difficulties within any on-site parking would also be addressed by means of the provision of fourteen accessible parking spaces within forty-five allocated spaces, nine within the undercroft parking under Block A and five adjacent to the servicing area close to Block B, as this number matches the number of wheelchair accessible units (10%) required by policy.
- 4.2.12 This level of residential parking provision would equate to an average of 0.31 spaces per unit, then disaggregated into 1 space per unit for each three-bed and four-bed unit (eighteen spaces for eighteen units) and 0.21 spaces per unit for each one-bed and two-bed unit (twenty-seven spaces for 128 units).
- 4.2.13 This compares with a residential parking strategy put forward for the scheme within the previous permission of a higher average of 0.36 spaces per unit, but when further disaggregated and allowing one space for each three-bed and four-bed unit resulted in a marginally lesser 0.18 spaces per unit for each one-bed and two-bed unit. Thus again, it is considered that the level of on-site residential parking proposed continues to be appropriate.

Non-Residential Car Parking

- 4.2.14 In light of the emerging policy at the borough level, in relation to parking provisions, moving to the London Plan standards (Policy DM32 'Parking' of the draft 'Development Management DPD'), further review has been undertaken of the standards presented within the current version of the London Plan (March 2016) for each of the four non-residential uses.
- 4.2.15 With regard to the proposed hotel, the London Plan references that in a location such as this that *'provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling and public transport'*.
- 4.2.16 With regard to the community floorspace, there is no explicit reference within the London Plan with regard to this particular land-use, other than with the reference to leisure and major exhibition venues the need to provide for appropriate levels of coach parking in relation to individual demand *'to help reduce congestion and improve visitor safety'*.
- 4.2.17 With regard to the café / restaurant units, the London Plan references that *'unless for disabled people, no non-operational parking should be provided for use classes A2-A5 in town centre locations'*, thus considered appropriate for a site adjacent to the district centre.
- 4.2.18 With regard to the co-working employment floorspace, the London Plan suggests for non-operational parking no more than between 1 space per 100sqm. GIA and 1 space per 600sqm. GIA (gross internal area).
- 4.2.19 Specifically with regard to those with mobility difficulties, the London Plan references that *'non-residential elements of a development should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided'* and that *'any development providing off-street parking should provide at least two bays designated for Blue Badge holders'*.

- 4.2.20 It is considered that the approach of providing three shared-use off-street car parking spaces within the rear of the site, each of which could be used by those with mobility difficulties, and the scope to allow a further three vehicles to park in the forecourt area, specifically for those with mobility difficulties in relating to attending an activity or event within the community area, is consistent with policy for each of the four non-residential land-uses.
- 4.2.21 The scheme promoter has confirmed the approach for the limited availability of on-site car parking for hotel guests, primarily for those with mobility difficulties, thus setting parking at a level where it would not contribute materially to traffic levels or discourage non-car use, which would carry through for those frequenting the community floorspace within the scheme. Both the hotel and the community floorspace, the latter when hosting events of a particular attendance, would be supported by the running of a pre-booked shuttle service.
- 4.2.22 The location of the site immediately adjacent to the Crouch End district centre precludes the requirement to provide any on-site car parking for the café / restaurant units, whilst though the employment floorspace could be supported by between one and four spaces it continues to be appropriate to have this supported by the three shared-use visitor spaces.
- 4.2.23 The policy requirements to ensure adequate provision for those with mobility difficulties would also be addressed by means of each of the three shared-use visitor spaces being designed such that they could be used by those with mobility difficulties, as well as by the additional access to up to three parking spaces within the forecourt area.

Cycle Parking

- 4.2.24 At the London-wide level, the policy as presented in the London Plan references firstly at Policy 6.9 ‘Cycling’ in the context of planning decisions that ‘*developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3*’. The need to meet these minimum cycle parking standards is further reiterated in the London Plan at Policy 6.13 ‘Parking’.
- 4.2.25 The London Plan standards explicitly differentiate between long-stay and short-stay cycle parking, which have been interpreted to correspond with internal cycle parking for residents and staff and external parking for visitors. These are the standards towards which policy at the borough level are moving, by virtue again of Policy DM32 ‘Parking’ within the draft ‘Development Management DPD’.
- 4.2.26 Table 4.1 presents a summary of the assessment of cycle parking requirements for the proposed mixed-use development scheme based on the current guiding standards set out in the London Plan, with the resultant figures referencing cycle parking spaces.

		LONG-TERM PARKING		SHORT-TERM PARKING	
		Standard	No.	Standard	No.
Residential: Rear	29 1-bed 91 2-bed+	1 space / unit 2 spaces / unit	29 182	1 space / 40 units	3
Residential: Front	20 1-bed 6 2-bed+	1 space / unit 2 spaces / unit	20 12	1 space / 40 units	1
Hotel	67 rooms	1 space / 20 rooms	3	1 space / 50 rooms	1
Community	3,653sqm.	1 space / 8 staff	15	1 space / 100sqm.	37
Café / Restaurant	794sqm.	1 space / 175sqm.	5	1 space / 40sqm.	20
Employment	558sqm.	1 space / 150sqm.	4	1 space / 500sqm.	1
			270	TOTAL	63

Table 4.1: Summary of Proposed Scheme Cycle Parking Requirements

- 4.2.27 As referenced within the preceding section of this report, the scheme would come forward with external cycle parking for short-term use within and around the Town Hall Square public realm for no less than sixty (60) cycles and with external parking for short-term use for no less than three (3) cycles within the public realm close to the entrances to Block A and Block B.
- 4.2.28 Additionally, the scheme would also be supported by internal cycle parking for long-term use, with no less than 129 cycle parking spaces within the undercroft area of Block A to support the residential units in this block, no less than eighty-two (82) cycle parking spaces within the basement area of Block B to support the residential units in this block and no less than thirty-two (32) spaces at the rear of Broadway Annex to support the residential units in that area.
- 4.2.29 There would also be, within the back-of-house arrangements to the rear of the main Town Hall building, an internal cycle storage area to accommodate no less than twenty-seven (27) cycles to support the long-term cycle parking requirements of the non-residential activities.
- 4.2.30 As such, the levels and type of cycle parking provision proposed at a number of locations across the development site would be fully in accordance with the London Plan requirement, thus also with the emerging policy at the LB Haringey level.

4.3 Refuse, Recycling and Servicing

- 4.3.1 With regard to general servicing strategy for the site, whilst LB Haringey does not set any specific policies regarding service strategy, be this in the retained policies of the Unitary Development Plan or the emerging policies of the draft Development Management DPD, the following general good practice is to be adopted in the case of this development scheme:

- *that servicing and delivery vehicles can enter and exit the site in forward gear;*
- *details shall be submitted to establish the delivery and servicing needs of developments;*
- *delivery and servicing bays are required to be strictly controlled, clearly signed and only used for the specific agreed purpose.*

- 4.3.2 These principles are those against which the parallel '*Deliveries & Servicing Management Plan*' has been developed, with the commentary within this section of the report primarily providing a summary as it relates to the proposed arrangements as they relate to site servicing.
- 4.3.3 The scheme proposals come forward with a dedicated open on-site servicing area to the rear of the main Town Hall building, based on a wholesale refurbishment of this area as part of the wider redevelopment scheme, with these arrangements again leading into an undercroft area. Vehicular access of these arrangements would be taken via Haringey Park.
- 4.3.4 The space which would be given over to this on-site servicing area has been designed to accommodate either one larger-sized servicing vehicle or two medium-sized vehicles at any one time, which has been validated by a series of swept paths relating to this area. These swept paths are included within those attached for information at Appendix K.
- 4.3.5 The proposed layout has been developed and confirmed based on the largest servicing vehicle typically requiring access of the site, including that of a refuse vehicle, the typical size of which is around 11m in length. However, the majority of servicing for all parts of wider development would be undertaken by means of smaller box-type and Transit-type vans.
- 4.3.6 To access the dedicated on-site servicing area vehicles would enter the site via Haringey Park in forward gear, with this to be approached from the direction of Crouch Hill (as the prescribed servicing route), then drive forward into a position from which the vehicle would reverse into the servicing area for the purpose of loading / unloading, so as to then be in a position to exit the on-site area wholly in forward gear, back onto Haringey Park and then onto Crouch Hill.
- 4.3.7 As such, the servicing strategy for the redeveloped site, and the constituent uses therein, other than those in the Broadway Annex and mews areas, comes forward by means of an on-site servicing being provided within a dedicated facility at the proposed ground floor level. The series of drawings attached at Appendix J confirms the location of the proposed loading / unloading area, as well as the general access route.
- 4.3.8 The provision of the on-site service yard within the development would support safe and legal loading facilities for all site user groups within both the main Town Hall building and the two new-build residential blocks in the rear area, which is general good practice and a key component of a strategy to better manage deliveries and servicing.
- 4.3.9 In terms of the storage of general refuse and recyclables, firstly with regard to the residential units coming forward within the new-build blocks at the rear there would be thirty-seven (37) Eurobins provided, each with the capacity of 1,100 litres equivalent and on a day-to-day basis located within the lower ground floor areas of each residential block for convenient use by residents. On a collection day those receptacles requiring emptying would be temporarily relocated to the undercroft area adjacent to the loading / unloading area for ease of collection, then returned to the day-to-day locations within the blocks following collection.

- 4.3.10 With the scope for collections of both general waste and recyclables for the residential units no less than fortnightly, both this capacity and access strategy is considered to be sufficient to address the day-to-day waste arisings of residents and support effective collection. This number would comprise twenty-one (21) Eurobins for general waste, thirteen (13) Eurobins for recyclables and three (3) Eurobins for food waste.
- 4.3.11 With regard to the non-residential operations coming forward within the main Town Hall building, there would be no less than sixteen (16) Eurobins provided, again each with the capacity of 1,100 litres equivalent and split equally between those for storing general waste and those for storing recyclables. These would be located close to the undercroft area adjacent to the loading / unloading area, so as to facilitate ease of collection by operatives.
- 4.3.12 With the scope for the collections of both general waste and recyclables for the non-residential operations on a daily basis, including at weekend, again both this capacity and access strategy is considered to address the day-to-day waste arisings and collection.
- 4.3.13 Servicing of the small area of non-residential floorspace at ground floor level within the Broadway Annex and the residential units within both the Broadway Annex and mews area, whilst not precluded from use of the main rear servicing area proposed is envisaged to be undertaken from the street within the vicinity of these blocks, which would be no different to current arrangements with regard servicing of this area and units along Rose Place.
- 4.3.14 In terms of the storage of general refuse and recyclables, with regard to the residential units coming forward within Broadway Annex and mews area these would be supported by eight (8) Eurobins provided, again each with the capacity of 1,100 litres equivalent and on a day-to-day basis located at the ground floor level to the rear of the Broadway Annex, so convenient for residents of each block and also for collection by LB Haringey operatives via Rose Place.
- 4.3.15 Again, both this capacity and access strategy is considered to be sufficient to address the day-to-day waste arisings of residents and support effective collection. This number would comprise four (4) Eurobins for general waste, two (2) Eurobins for recyclables and two (2) Eurobins for food waste. Whilst the number of receptacles to the rear of the main Town Hall building provides capacity for the full extent of the non-residential floorspace, there would be no preclusion to provide an additional receptacle for each of general waste storage, recyclables storage and food waste within the Broadway Annex back-of-house area.
- 4.3.16 Consideration of the likely servicing needs of the proposed mixed-use scheme is presented subsequently in Section 6.5 of this report, whilst a separate draft '*Deliveries & Servicing Management Plan*' has been prepared as part of the application documentation. Key aspects of the strategy put forward within that parallel plan are presented for reference:
- A representative of the building management based on site would be nominated to assume the responsibilities of managing and implementing the DSMP, with this representative notified to all residents and tenants / operators upon initial occupation.

- Building management, through co-ordination with the occupiers and tenants, will seek to limit servicing events firstly such that none are undertaken prior to 07:00 or subsequent to 19:00 so as to not impact upon the amenity afforded to local residents.
- Building management would seek to maximise servicing events during a six-hour window on weekdays, to run between 10:00 and 16:00, and a four-hour window on Saturdays, to run between 09:00 and 13:00, with servicing to also be kept as a minimum on Sundays.
- All occupiers would be requested to provide building management with no less notice than twenty-four hours for a request to have a servicing event access the service yard, unless exceptional circumstances can be demonstrated and agreed with management.
- All suppliers and service providers seeking access of the on-site service yard area would be notified of the timetabling booking system, as part of any confirmation, as well as being reiterated each time of an order or booking is made, with occupiers advised of this also.
- The supplier or service provider would be requested to reconfirm with building management no less than an hour prior to the planned booking that arrival at the site would be in line with this and such that the building management can guarantee access.
- As much as is practicable, the supplier or service provider would be requested to reconfirm the type of vehicle to be used, so that this can inform the planning of access of the service yard, and as much as is practicable use of smaller-sized vans encouraged.
- All suppliers and service providers would be requested to travel to and from Haringey Park from and to the direction of Crouch Hill, to ensure that the servicing vehicles would travel along and be directed to the high-level 'A' road network.

5 Transport Policy Assessment

5.1 Background

- 5.1.1 This section of the report sets out the key national, regional and local government transport policies and guidance of relevance to an appraisal of the proposed development scheme.
- 5.1.2 In terms of national guidance, consideration is given to the policies and guidance as set out in the National Planning Policy Framework, which was published in March 2012, and the supporting Planning Practice Guidance. At the London regional level consideration is given to the policies and guidance as set out in the London Plan, the current version that published in March 2016 which included the series of minor alterations made since the 2011 issue.
- 5.1.3 At the local level consideration is given to the policies and guidance as set out in both the current Local Plan documents, which comprises the Strategic Policies DPD (adopted in March 2013) and the Unitary Development Plan Saved Policies (confirmed also in March 2013), and the emerging Local Plan documents, which comprises the Alterations to Strategic Policies and the Development Management DPD (both published in January 2016).

5.2 National Policy Review

- 5.2.1 The National Planning Policy Framework, published by the Department for Communities & Local Government in March 2012, sets out the Government's planning policies for England and how these are expected to be applied, reiterating that the purpose of the planning system is to contribute to the achievement of sustainable development. The framework sets out twelve core land-use planning principles, with the following being relevant to this site:

'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'

- 5.2.2 The framework then moves forward to acknowledge that *'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel...'*
- 5.2.3 In terms of the key interaction between transport and land-use planning policies, the framework references that *'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.'*
- 5.2.4 The framework identifies a number of considerations in relation to the location and design of development, with those of particular relevance to this site being to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter...;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles;*
- *consider the needs of people with disabilities by all modes of transport.*

5.2.5 The framework then references that ‘*a key tool to facilitate this will be a Travel Plan*’. The overarching principles of Travel Plans, Transport Assessments and Statements, as set out in the corresponding Planning Practice Guidance which was published in March 2014, reiterate the importance of these documents in supporting the key core principle of the national planning policy as referenced above, that in relation to managing the patterns of growth in relation to transport access.

5.3 Regional (London) Policy Review

5.3.1 The London Plan provides the overall strategic plan for London, as it sets out a fully integrated economic, environmental, transport and social framework for the development of the Greater London area. The current London Plan was adopted in March 2016, having included a series of minor alterations made since the 2011 issue, and it forms part of the development plan for the Greater London area.

5.3.2 Chapter 6 of the London Plan deals with ‘*London’s Transport*’, considering this broadly under two headings – ‘*Integrating Transport & Development*’ and ‘*Connecting London*’, restating one of the key general objectives of the London Plan policy as it relates to transport and development. This key policy objective is as follows:

‘A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan’

5.3.3 Policy 6.1 ‘*Strategic Approach*’ sets out the objectives needing to be considered ‘*to encourage the closer integration of transport and development*’. Objectives particularly relevant to the proposed development scheme would be as follows:

- *a. encouraging patterns and nodes of development that reduce the need to travel, especially by car...;*

- *c. supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations;*
- *g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management;*
- *i. promoting walking by ensuring an improved urban realm;*
- *j. seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.*

5.4 Local Policy Review

5.4.1 Policy SP7 ‘Transport’ within the borough’s Strategic Policies DPD, as part of the current Local Plan, puts forward the considerations firstly in relation to ‘*Delivering Regeneration and Access*’ and secondly in relation to ‘*Delivering Action on Climate Change and Quality and Healthy Places*’. It is the latter part of this policy which is most applicable to the proposed mixed-use scheme, with the following being of particular relevance:

‘...to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services;*
- *Promoting car sharing and establishing car clubs;*
- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;...*

5.4.2 A review of the proposed alterations to the borough’s Strategic Policies DPD, published in draft in January 2016, confirm that Policy SP7 would continue forward unchanged.

5.4.3 Further review of the Unitary Development Plan Saved Policies, as part of the current Local Plan confirms that those policies relevant to the proposed mixed-use development scheme relate specifically to parking, thus have been considered within Section 4 of this report.

- 5.4.4 With regard to the emerging policy, as put forward within the draft Development Management DPD (January 2016), in addition to the policy relating to parking (Policy DM32), Policy DM31 '*Sustainable Transport*' builds upon the strategic borough policy, and thus also consistent with the London Plan, referencing as part of the policy that:

'A The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.'

5.5 Proposals in Relation to Policy

- 5.5.1 When considered against the background of the existing travel conditions and opportunities within the area surrounding the site and the key features of the proposed mixed-use development, the preceding review of policy confirms that the proposed scheme would accord well with national, regional and local planning policies.
- 5.5.2 It should be noted firstly that the principle of mixed-use development at the site has been established by virtue of the previous permissions and also by reference to the site within the draft Site Allocations DPD, as part of the emerging Local Plan at the borough level, confirming that it is considered that the site is both accessible and can support sustainable development.
- 5.5.3 Whilst classed as having 'moderate' accessibility by public transport by the PTAL methodology, by virtue of access to five high-frequency bus services directly and access to underground and rail indirectly, as well as the infrastructure available or to be brought forward to support walking and cycling, underpinned by a restraint-based car parking strategy, the site is accessible by a range of travel modes and the scheme would encourage non-car travel.
- 5.5.4 The proposed scheme would afford an environment where walking and cycling would be realistic travel modes of choice, with this extended to include all user groups.
- 5.5.5 The proposals would include enhancements to the existing Town Hall Square public realm to the front of the site, with pedestrian permeability and connectivity of the site reconfirmed through the provision of accesses both to the north via Weston Park and to the south via Haringey Park. These accesses would also be available for use by cyclists, so similarly providing connectivity for this site user group with the surrounding local network.
- 5.5.6 Additionally with respect to supporting and encouraging cycle-based travel, both the residential units and each of the proposed non-residential operations would be supported by internal long-stay and external short-stay cycle parking, fully in accordance with the requirements of the London Plan and the emerging policy at the borough level.

- 5.5.7 Notwithstanding the role of limited on-site car parking, the proximity of the site to local bus routes would similarly support and encourage travel by public transport, with this to be further enhanced by virtue of the parallel travel planning for the site and the proposed availability of a pre-booked shuttle service for hotel guests and for those attending events within the community area of the Town Hall building, enhancing the non-car travel offer.
- 5.5.8 In parallel to all of the measures, existing and proposed, to support and encourage travel to and from the site by non-car modes, access requirements of those with mobility difficulties have been addressed both in terms of design, with all accesses into the retained and proposed building units being available to both able-bodied and disabled persons, and in terms of infrastructure, with a number of on-site parking spaces also being available for this user group.
- 5.5.9 The proposed scheme would support the principles of the National Planning Policy Framework, in that the proposals seek to locate a development where it is sustainable and use of public transport, walking and cycling can be made, as well as ensuring that those frequenting the facility have a choice in terms of how they travel. In line with policy, a Travel Plan will be implemented to further support sustainable travel.
- 5.5.10 With regard to a number of the specific locational and design considerations put forward within the policy at the national level, the proposed managed servicing area on-site would support the efficient delivery of goods and supplies, whilst as referenced previously there would be a number of measures with regard to supporting pedestrian and cycle access and supporting access by those with mobility difficulties.
- 5.5.11 Similarly, the proposed scheme would be in accordance with the relevant key overarching objectives of the London Plan, in that both the residential units and non-residential operations would be accessible and convenient by a number of travel modes, as well as actively encouraging non-car modes of travel over car travel and with measures to be brought forward to facilitate mode shift, particularly by virtue of the limited car parking to be brought forward.
- 5.5.12 Again with regard to a number of the specific locational and design considerations put forward within the policy at the London-wide level, the site is accessible by public transport (as the local census data in terms of travel to work substantiates) and would be enhanced in part by virtue of the proposed offer of a pre-booked shuttle service, as well as walking being promoted by virtue of the improved public realm and the permeability of the site.
- 5.5.13 With both the recent adopted and the emerging policy at the borough level moving towards the principles set at the London-wide level, the proposed scheme would be in accordance similarly with a number of the key objectives, particularly with regard to the promotion of the range of non-car modes (with provision of the significant level of on-site cycle parking) and the minimisation of car parking to mitigate the corresponding car-based travel.

- 5.5.14 Again with regard to a number of specific locational and design considerations put forward within the policy at the borough level, the proposed public realm works would contribute to an enhanced environment for pedestrian movement and provision of further car club spaces would further promote more sustainable travel patterns. These are in addition to locating the development at a site accessible by public transport and other non-car modes.

6 Development Trips Characteristics & Impacts

6.1 Background

- 6.1.1 This section of the report considers the likely trip patterns and impacts of the proposed redevelopment of the site at and around Hornsey Town Hall, through the undertaking of a multi-modal trips assessment of the proposed mixed-use development scheme. This assessment is considered against the background of the previously-permitted mixed-use redevelopment scheme (first consented in 2010 and then renewed in 2013).
- 6.1.2 As referenced earlier within this report, whilst during recent years parts of the Town Hall building have been operating as a community arts centre, with activity to the rear also in the former Clinic building, this activity has been on an interim basis only following the historic use of the site buildings for Council-based operations.
- 6.1.3 The previous permission for mixed-use development at the site comprised non-residential floorspace across the Town Hall and Broadway Annex of some 5,283sqm. GFA and residential units numbering 123 units within parts of the existing buildings and within two new blocks.
- 6.1.4 The proposed mixed-use redevelopment scheme to which this application relates comes forward with a total non-residential floorspace of 8,003sqm. GFA, which would be disaggregated between four types of land-use – hotel, community use, café / restaurants and employment floorspace. These non-residential uses would be located primarily within the Town Hall building and extensions, with a small amount also in the Broadway Annex.
- 6.1.5 The scheme would also come forward 146 residential units, ranging from one-bed units through to four-bed units, and with the majority of these units being within two new-build blocks to the rear of the site. A small number of residential units would also come forward within the Broadway Annex building and the mews area.
- 6.1.6 The Transport Assessment work undertaken in support of the mixed-use redevelopment attached to the previous permissions provides the basis with regard to the considerations of the tripmaking behaviour which could be expected with that scheme.
- 6.1.7 With regard to the proposed mixed-use non-residential floorspace and the proposed residential units, the current version of the TRICS database will be reviewed to identify sites which could be considered analogous to that of Hornsey Town Hall and from which appropriate trip rates could be determined to derive the projected tripmaking activity.
- 6.1.8 This exercise will be supported by review additionally of technical reporting submitted in support of similar schemes and / or constituent land-uses, as discussed with representatives of LB Haringey (Highways), with consideration of the trips by mode being assisted also by further data sets such as the census as appropriate.

- 6.1.9 By confirming trips by mode for both the previous mixed-use redevelopment scheme and the proposed mixed-use redevelopment scheme, an objective assessment can be undertaken as to not only the stand-alone trips which could be expected as a result of the scheme coming forward but also in terms of the potential net changes in trip making behaviour associated with the site. These considerations will then allow an appraisal of corresponding impacts.

6.2 Previous Scheme Trip Generation

- 6.2.1 The previous mixed-use development comprised 5,283sqm. GFA of non-residential floorspace and 123 residential units across the full extent of the development site, with the non-residential floorspace coming forward with four different land-uses – retail, cafés / restaurants, employment floorspace and community floorspace.
- 6.2.2 Table 5.7 of the Transport Assessment prepared for the previous applications for mixed-use development of the Hornsey Town Hall site, prepared by Capita Symonds and dated March 2010, presents a summary of the trips by mode for the previous scheme for each of the constituent land-uses and then as an overall total. A copy of this is attached at **Appendix L**.
- 6.2.3 The information in this table presented trips by direction for each of the typical network peak hours, 08:00-09:00 within the morning period and 17:00-18:00 within the late-afternoon period / early evening, but with no reference to the typical daily (07:00-19:00) trips.
- 6.2.4 With regard to daily person trips, the raw data appended to the previous Transport Assessment report has been reviewed, with this being available for all but the office employment floorspace. As such, the raw data has been used to determine the equivalent daily person trips associated with the previous scheme, other than for the employment floorspace for which the rates derived for the current proposed scheme have been used.
- 6.2.5 Table 6.1 presents a summary of the trips projections by mode associated with the previous scheme, with the mode share referenced being an average of those put forward for the a.m. peak hour and p.m. peak hour in the previous report and then applied to the daily trip.

	PERIOD			
	A.M. Peak	P.M. Peak	Mode Share	Daily (07:00-19:00)
Car Driver ⁽¹⁾	54	71	18%	653
Car Passenger	37	30	10%	363
Motorcycle	0	10	1%	36
Underground	33	48	11%	399
Rail	11	16	2%	73
Bus	66	101	23%	834
Bicycle	4	18	3%	109
Foot	93	133	32%	1,161
TOTAL ⁽²⁾	298	425	100%	3,628
1. Car Driver trips reflect total from individual uses, not the summary figure previously reported.				
2. Any difference between reported total and that by adding the individual modes reflects previous reporting.				

Table 6.1: Previous Mixed-Use Development Scheme – Person Trips by Mode

- 6.2.6 Again with reference to the raw data which underpinned the trip generation exercise within the previous assessment, it has been identified that for the period following on from 19:00 there could have been a further 1,099 person trips associated with the previous scheme – primarily as a result of activity within the community floorspace but also with the convenience store, though it is acknowledged that a proportion of trips to the latter may be linked.
- 6.2.7 The additional information from the Capita Symonds Transport Assessment report for the previous scheme is also attached as part of Appendix L.
- 6.2.8 As this presentation of the person trips by mode associated with the mixed-use attached to the previous permissions demonstrates, with such a scheme potential tripmaking activity would be higher during the typical p.m. peak hour than the typical a.m. peak hour, which primarily reflects the inclusion of leisure and recreational uses. Additionally, it is evident that the previous scheme sets the precedent for significant tripmaking activity at the site.

6.3 Proposed Trip Generation

- 6.3.1 The proposed mixed-use development would comprise 8,003sqm. GFA of non-residential floorspace and 146 residential units across the full extent of the development site, with the non-residential floorspace coming forward with four different land-uses – hotel, community use, employment floorspace and cafés / restaurants.
- 6.3.2 Whilst a number of these proposed land-uses reflect those which would have come forward with the previous mixed-use redevelopment scheme, a new trip generation assessment has been undertaken using both the current version of the TRICS database and (where appropriate) other data sources, including local census data, to determine the likely person trips by mode associated with the current scheme proposals.

Residential Trip Generation

- 6.3.3 The proposed number of residential units across the full extent of the development site would be 146, supported by forty-five (45) allocated on-site parking spaces. These units would comprise forty-nine (49) one-bed units, seventy-nine (79) two-bed units, sixteen (16) three-bed units and two (2) four-bed units. These units would be supported by ample cycle parking.
- 6.3.4 To determine the trip generation associated with the proposed residential units, the TRICS database has been interrogated to establish appropriate peak hour and daily person trip generation rates, with the initial search being within the '*Flats Privately Owned*' sub-category of the '*Residential*' category, considering Greater London sites only and surveyed on a weekday since 2009 (the current TRICS default date) with multi-modal data.
- 6.3.5 This initial search yielded nineteen surveys, from which one was initially discounted for having a C1 land-use classification and one for having a repeat survey subsequently undertaken. The remaining seventeen surveys were then reviewed further against background of accessibility by public transport and level of dedicated car parking provision, to identify those sites which could be considered analogous to the scheme in terms of these two key characteristics.

- 6.3.6 With regard to accessibility by public transport, those sites with a recorded PTAL of 5 or more were discounted, which removed firstly a further eleven surveys. Of the remaining six surveys, with regard to dedicated car parking provision those sites with more than 1 space per unit were discounted, which removed secondly a further two surveys and thus with four surveys remaining. A further and final site was removed, as a review of the development details identified an equal split between smaller-sized units (one-bed and two-bed) and larger-sized units (three-bed and four-bed), thus not being analogous with the proposed scheme.
- 6.3.7 Following this review three sites were retained. Details of these sites taken forward to support the proposed trip generation exercise are summarised in Table 6.2 overleaf, whilst the corresponding trip rates from the TRICS analysis and the equivalent trips for the proposed residential units are summarised in Table 6.3 for the typical peak hours and the daytime period. Further details of the corresponding TRICS data are attached at **Appendix M**.

Site Location	YEAR	PTAL	No. of Units	Parking Spaces	Location Type
Wood Green, Haringey	2014	4	30	25	Suburban
Brentford, Hounslow	2014	3	86	64	Town Centre
Brentford, Hounslow	2016	2	150	106	Edge of Centre

Table 6.2: Summary of TRICS Residential Sites – Private Apartments

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Person Trip Rate (per unit)	0.147	0.485	0.632	0.387	0.233	0.620	2.989	3.155	6.144
Person Trips (146 units)	21	71	92	57	34	91	436	461	897

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 6.3: Proposed Person Trip Generation Summary – Private Apartments

- 6.3.8 With the majority of weekday trips being to and from work, the modal split identified through the 'journey to work' from census data may provide an initial estimate of the modal split for the proposed residential units. As such, Table 6.4, presents the 'journey to work' mode share for residents of the area surrounding the site (Haringey Super Output Area 034B), having first discounted those classified as 'not in employment' and as 'work mainly at or from home', then the corresponding trips by mode when applied to the proposed residential person trips.

Travel Mode	MODE SHARE & PERSON TRIPS (TWO-WAY)			
	Local Area	A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)
Car Driver	20%	18	18	179
Car Passenger	1%	1	1	9
Motorcycle	2%	2	2	18
Underground	41%	38	37	368
Rail	6%	6	6	54
Bus	13%	12	12	116
Bicycle	11%	10	10	99
Foot	6%	5	5	54
TOTAL	100%	92	91	897
NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally.				

Table 6.4: Summary of Residential Mode Share & Trips by Mode – Proposed Residential Trips

- 6.3.9 Whilst the overall number of person trips associated with the proposed residential units, averaging at around six movements per unit during the typical daytime period, is considered to represent a sound projection of person tripmaking, the local census data may continue to overestimate the level of weekday car-based activity, with the equivalent of around four vehicle movements for each of the proposed allocated parking spaces on-site.
- 6.3.10 It is acknowledged that a car driver mode share of one in five person could be considered low, but it should be noted that this comes forward against the background of household car ownership across the same area of 55% of households having access to a car compared with the scope for car ownership within the scheme approaching half this level (31%).
- 6.3.11 A further review of the TRICS data for the three sites used to determine the residential person trips identifies, as an average, that vehicle trips typically equate to around two movements per parking space during the typical daytime period (2.08 vehicle movements per parking space); this includes all vehicle trips and not solely car-based movements. The background survey data relating to the vehicle-based activity is also included in Appendix M.
- 6.3.12 As such, it is considered appropriate to cap the daily vehicle trips to no more than the average 2.08 vehicle movements per space and reduce the car passenger trips to maintain the same car driver to car passenger ratio, then redistribute the residual trips amongst the other modes, with the corresponding revised daily mode share then applied to the peak hour person trips. Table 6.5 presents an updated summary of the proposed residential trips by mode, with the trips by mode modified to better reflect the vehicle parking strategy for the site.

Travel Mode	MODE SHARE & PERSON TRIPS (TWO-WAY)			
	Scheme Mode Share	A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)
Car Driver	10.48%	10	10	94
Car Passenger	0.56%	1	1	5
Motorcycle	2.23%	2	2	20
Underground	46.15%	43	42	414
Rail	6.80%	6	6	61
Bus	14.60%	13	13	131
Bicycle	12.38%	11	11	111
Foot	6.80%	6	6	61
TOTAL	100%	92	91	897
NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally.				

Table 6.5: Summary of Residential Mode Share & Trips by Mode – Proposed Residential Trips (Updated)

Hotel Trip Generation

- 6.3.13 The proposed hotel would occupy 2,998sqm. GFA within the Town Hall building, when allowing for a proportion of the shared back-of-house arrangements, with the core floorspace of 2,904sqm. GFA accommodating sixty-seven rooms. Whilst the scheme promoter currently operates two London-based hotels (Dorsett Shepherd's Bush and Dorsett City), being inner London and central London locations these may not be directly analogous to the site.
- 6.3.14 As such, to determine the trip generation associated with the proposed hotel, the TRICS database has been interrogated initially to establish appropriate peak hour and daily person trip generation rates, with the initial search being within the 'Hotels' sub-category of the 'Hotel, Food & Drink' category, considering Greater London sites only and surveyed on a weekday since 2009 (the current TRICS default date) with multi-modal data.
- 6.3.15 This initial search yielded seven surveys, from which two were initially discounted for having a repeat survey subsequently undertaken. The remaining five surveys were then reviewed further against background of accessibility by public transport and level of dedicated car parking provision, to identify those sites which could be considered analogous to the scheme in terms of these two key characteristics.
- 6.3.16 With regard to accessibility by public transport, again those sites with a recorded PTAL of 5 or more were discounted, which removed firstly a further three surveys. Of the remaining two surveys, with regard to dedicated car parking provision those sites with more than 1 space per room were discounted, which removed a further survey and thus with a single site remaining.
- 6.3.17 Details of the site initially taken forward to support the proposed trip generation exercise is summarised in Table 6.6, whilst the corresponding trip rates from the TRICS analysis and the equivalent trips for the proposed hotel are summarised in Table 6.7 for the typical peak hours and the daytime period. Further details of the TRICS data are attached at **Appendix N**.

	YEAR	PTAL	No. of Rooms	Parking Spaces	Location
Novotel, Greenwich	2013	4	151	36	Greenwich (Inner)

Table 6.6: Summary of TRICS Hotel Site

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Person Trips (per Room)	0.099	0.126	0.225	0.311	0.252	0.563	2.369	2.986	5.355
Person Trips (67 rooms)	7	8	15	21	17	38	159	200	359

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 6.7: Proposed Person Trip Generation Summary – Hotel

- 6.3.18 It is acknowledged that with the general nature of hotel operations there would be tripmaking activity outside of the typical daytime period, particularly following on from 19:00. The TRICS data would suggest a further 148 person trips through to 22:00, whilst previous work undertaken on behalf of the scheme promoter for a site at Aldgate suggested an overall trip rate per room for the full 24-hour period of 8.19 trips per room and thus potentially a further forty-two (42) person trips outside of the 07:00-22:00 period.
- 6.3.19 The overall mode share for the typical daytime period (07:00-19:00), as identified for the single TRICS site, suggests single occupancy vehicle trips equating to 12.6% of the total person trips and multi-occupancy vehicle trips equating to 12.4% of the total person trips, with trips by public transport approaching half of the total person trips (44.9%) and trips on foot being a sizeable group also (29.5%); the remaining few trips (0.6%) were by cycle. The corresponding mode split for the full extent of the survey period (07:00-22:00) was not materially different.
- 6.3.20 However, it would not be appropriate to apply this single-site mode split to the person trips for the proposed hotel without further consideration, since it should also be noted that whilst on-site parking was significantly below one space per room there continued to be around one space for every four rooms. This contrasts with the limited access to on-site parking that guests of the proposed hotel would have, with no more than three such spaces being available by arrangement and with promotional literature for the hotel identifying the lack of parking.
- 6.3.21 Applying the TRICS-derived mode share to the projected person trips during the typical daytime period (07:00-19:00) would suggest 45 person trips as a single vehicle occupant, thus as a car driver or a taxi without a passenger, and 44 person trips as a multi-vehicle occupant, which includes not only car passengers or taxi passengers but accompanying drivers. Further review of the supporting data suggests that the split between car vehicle movements and taxi vehicle movements over the same typical daytime period as being 70% to 30%.

6.3.22 Having then applied the car to taxi split to the single occupancy vehicles (45) and to the multi-occupancy vehicles (no more than 22), this would initially suggest 32 single occupancy cars and 13 single occupancy taxis, thus solely as driver trips, and 15 multi-occupancy cars and 7 multi-occupancy taxis, thus those vehicles with passengers. As it is logical to expect the taxi trip in at least one direction to have a passenger, the number of single occupancy taxis would not exceed the number of multi-occupancy taxis, so these have been averaged to be ten of each, with a corresponding increase in single occupancy cars and a corresponding decrease in multi-occupancy cars.

6.3.23 The further TRICS data used to inform this additional exercise are attached as part of the information presented at Appendix N, with Table 6.8 presenting a summary.

		Vehicle Split	Person Trips	Vehicle Trips	Trips with Modification		
					Vehicles	Driver	Passenger
Single Vehicle Occupant	Car	70%	32	32	35	35	0
	Taxi	30%	13	13	10	10	0
	Total	100%	45	45	45	45	0
Multi-Vehicle Occupant	Car	70%	30	15	12	12	12
	Taxi	30%	14	7	10	10	10
	Total	100%	44	22	22	22	22

Table 6.8: Summary of Vehicle Trips Disaggregation – Cars & Taxis

6.3.24 Whilst it would be appropriate to take forward the above-referenced taxi driver and taxi passenger movements without further modification, to reflect the lack of general parking it is reasonable to reduce the above-referenced car vehicle driver and car vehicle passenger trips further to reflect the ratio between the maximum parking availability at the proposed site (three spaces) and the parking availability at the single TRICS site (thirty-six spaces), then redistribute these reductions amongst the other modes of travel.

6.3.25 Also, with regard to the trips by public transport, to assist with a mode-by-mode assessment, these will be distributed amongst the three modes (underground, rail and bus) in the same proportion as identified through the census data, but with the acknowledgement that there may be some shift between the modes and, reflective of the site, the use of more than one.

6.3.26 As such, Table 6.9 presents the resultant mode share and corresponding person trips by mode for the typical network peak hours and for the typical daytime period (07:00-19:00), with the mode share derived from the redistributed daily (07:00-19:00) trips then applied to the peak hour person trips, again to better reflect the vehicle parking strategy for the site.

Travel Mode	MODE SHARE & PERSON TRIPS (TWO-WAY)			
	Scheme Mode Share	A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)
Car Driver	1.11%	0	0	4
Car Passenger	0.28%	0	0	1
Taxi Driver	6.69%	2	2	24
Taxi Passenger	3.34%	1	1	12
Underground	36.49%	5	14	131
Rail	5.29%	1	2	19
Bus	11.42%	1	5	41
Bicycle	0.56%	0	0	2
Foot	34.82%	5	14	125
TOTAL	100%	15	38	359
NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally and to ensure that for any taxi passenger trip there is a corresponding taxi driver arrival and departure.				

Table 6.9: Summary of Hotel Mode Share & Trips by Mode

6.3.27 If the derived mode share were applied to those person trips outside of the typical daytime period (07:00-19:00), this would suggest a further two (2) car vehicle trips and a further twelve (12) taxi movements, thus six vehicles each with an arrival movement and a departure movement. The total vehicles trips to and from the site are notwithstanding the proposed availability of a guest shuttle service, which may reduce further the limited likelihood of car travel as well as accommodating a number of trips assigned to public transport also.

Community Use Trip Generation

6.3.28 The proposed community use floorspace would occupy 3,653sqm. GFA within the Town Hall building, when allowing for a proportion of the shared back-of-house arrangements, with the core floorspace being of 3,538sqm. GFA. This floorspace could be used for a number of different purposes, ranging from community classes and groups akin to the operation of a local community centre through to a cinema / theatre akin to a local arts centre.

6.3.29 As such, to determine the trip generation associated with the proposed community floorspace, the TRICS database has been interrogated to establish appropriate peak hour and daily person trip generation rates, through a review of a number of different community / arts-based uses with a D1 or D2 land-use classification – art galleries / museums / exhibitions, cinemas, community centres, exhibition centres and theatres.

6.3.30 Other than considering multi-modal sites only within the Greater London area, no other search criteria were initially applied so as to maximise the number of sites available. However, a review of these use types identified no sites / surveys which could be considered analogous to the proposed scheme within four of the five categories, as summarised below:

- Cinema: Only one site within the Greater London area, but with a PTAL of 6b.
- Community Centre: No sites within the Greater London area.
- Exhibition Centre: Only one site within the Greater London area, but with a PTAL of 6b.

- Theatre: Only one site within the Greater London area, but with a PTAL of 6a.

6.3.31 A review of the 'Art Galleries / Museums / Exhibitions' sub-category within the 'Leisure' category identified two sites within the Greater London area, one with a PTAL of 6b and thus not analogous with the development site and one with a PTAL of 4 which could be considered analogous, subject to further review of the site details. Further review identified the site to be that of the Docklands Museum, which given the permanency of this operation is also not considered analogous to the proposed community floorspace at the Hornsey Town Hall site.

6.3.32 As such, given the limitations of the TRICS database to provide trip rates to best reflect the proposed community floorspace within the development scheme, further discussions with LB Haringey (Highways) suggested a review of the technical work undertaken in support of the regeneration of the East Wing at Alexandra Palace., with the Transport Assessment for this scheme prepared by Alan Baxter Associates in November 2014.

6.3.33 This work presented firstly typical arrival and departure profiles for person trips based on surveys of a daytime event and an evening event, then referenced the corresponding mode splits separately for each and separately for arrivals and departures. These profiles were then carried forward for an assessment of an evening event based on maximum attendance, with reference that a daytime event demand equated to two-thirds that for an evening event.

6.3.34 With regard to the proposed community floorspace within the Town Hall building, this would have the capacity to accommodate up to 1,154 persons based on concurrent use of the Assembly Hall, two function rooms and the Committee Rooms, which whilst unlikely to occur would similarly represent the worse-case scenario in terms of person movements. Assuming this level of activity for an evening event, this would suggest 769 persons for a daytime event.

6.3.35 Using the hour-by-hour arrival and departure profiles identified within the Alexandra Palace assessment, Table 6.10 presents the person trips during the typical network peak hours and the typical daytime period (07:00-19:00) for each of the daytime event and the evening event.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Daytime Event	6	0	6	1	289	290	768	750	1,518
Evening Event	0	0	0	240	5	245	1,097	28	1,125
NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.									

Table 6.10: Proposed Person Trip Generation Summary – Community Event Space

6.3.36 It is again acknowledged that with the general nature of the operation of the community floorspace that should there be a number of evening events running concurrently there would be tripmaking activity outside of the typical daytime period, particularly with regard to departure trips following the end of an event, which would be determined by any agreement with regard to the hours of operation.

- 6.3.37 The information presented within the Alexandra Palace submission suggested that the busiest single hour in terms of departures could correspond with 57.3% of the total number, thus up to 661 persons based on the maximum capacity within the Town Hall community areas, and up to a further 294 persons within the subsequent busiest hour.
- 6.3.38 With regard to mode share, the information presented within the Alexandra Palace submission presented mode share for both a daytime event and evening event, separately for arrivals and departures, but it is considered that this cannot be taken forward without further consideration as the survey work which underpinned this was based on events for which there was ample on-site parking available and of which a significant proportion was then utilised.
- 6.3.39 With no more than six spaces to be available on-site for those travelling to and from the community floorspace, comprising the three shared-use spaces to the rear and the availability of three spaces within the forecourt area specifically for those with mobility difficulties, it would be reasonable to assume that each of these spaces would have an arrival trip and a departure trip. It is then assumed for a daytime event that a similar level of vehicles would seek to park off-street within the local area and a similar level on-street, thus equating to an additional twelve vehicle arrivals and an additional twelve vehicle departures.
- 6.3.40 With regard to an evening event when availability to park both off-street within the Crouch Hall Road car park and on-street within the local area is typically increased, it has been assumed that there would be a further thirteen vehicle arrivals and thirteen vehicle departures associated with each – this is based on observed spare capacity within the Crouch Hall Road car park whilst still maintaining a stress level in that facility of no more than 90%.
- 6.3.41 For each car driver trip, it has been assumed also that there would be a car passenger trip, thus thirty-six car passengers (two-way) associated with a daytime event and sixty-four car passengers (two-way) associated with an evening event. It has been then assumed that taxi passenger numbers would be the same as car passenger numbers, with each taxi having two passengers, with the equivalent taxi vehicle movements associated with a daytime event being thirty-six (two-way) and with an evening event being sixty-four (two-way).
- 6.3.42 With the number of car driver, car passenger, taxi driver and taxi passenger trips fixed based on the preceding assumptions, the remaining person trips have been distributed between walk, cycle and public transport based on the main mode shares reported within the information presented within the Alexandra Palace submission, with arrival and departure mode shares averaged for each of the two event types, but then modified to reflect the site-specific mode share for vehicle driver and vehicle passenger trip. The resultant public transport trips are then disaggregated between the modes based on local census data.
- 6.3.43 As such, Table 6.11 presents the resultant mode share and corresponding person trips by mode for the typical p.m. peak hour only (given the limited a.m. peak hour activity) and for the typical daytime period (07:00-19:00), with the mode share derived from the redistributed daily (07:00-19:00) trips then applied to the p.m. peak hour person trips, again to better reflect the vehicle parking strategy for the site.

Travel Mode	MODE SHARE & PERSON TRIPS (TWO-WAY)				
	Scheme Mode Share (Day / Eve.)	Daytime Event		Evening Event	
		PM Peak Hour	Daily (07:00-19:00)	PM Peak Hour	Daily (07:00-19:00)
Car Driver	2.37% / 2.76%	7	36	7	31
Car Passenger	2.37% / 2.75%	7	36	7	31
Taxi Driver	2.37% / 2.76%	7	36	7	31
Taxi Passenger	2.37% / 2.75%	7	36	7	31
Underground	57.83% / 56.13%	168	878	137	632
Rail	8.46% / 8.21%	24	128	20	92
Bus	18.34% / 17.80%	53	278	44	200
Bicycle	0.24% / 0.53%	1	4	1	6
Foot	5.65% / 6.31%	16	86	15	71
TOTAL	100%	290	1,518	245	1,125
NOTE: Where appropriate, trips by mode have been rounded to ensure figures tally.					

Table 6.11: Summary of Community Floorspace (Event) Mode Share & Trips by Mode

- 6.3.44 With regard to the busiest hour in terms of departures associated with an evening event, applying the derived evening mode share referenced above this would suggest, in summary, eighteen car vehicle trips and eighteen taxi vehicle trips and 543 person trips by public transport, the majority of which are assigned to underground currently (371 persons) as a result of utilising the mode share from the local census data for work-based travel.
- 6.3.45 These projected person trips for the community floorspace reflect a worse-case scenario given that firstly these have been based on all four community function areas within the Town Hall being available and at full capacity concurrently and secondly such maximum capacity events would be limited in number over the course of the year.
- 6.3.46 Based on the information presented within the Alexandra Palace submission, there were typically no more than two events per week, with the daytime events with a maximum attendance projected to be twice each year and the evening events with a maximum attendance projected to be no more than monthly. It would be reasonable to assume a similar scenario with the proposed development scheme, thus with there being a number of smaller events staged and the community floorspace being used more frequently for group activities.

6.3.47 Additionally, as referenced previously within this report, a parallel Travel Plan has been prepared in relation to both the residential units and the non-residential floorspace across the full extent of the development scheme. Within this plan there is reference to the preparation of an Event Management Plan, which would be in place for events with a projected attendance at and above a level to be agreed with LB Haringey, which would bring forward measures to better accommodate and mitigate the impacts of event-related travel.

6.3.48 Further details of the information from the Transport Assessment for the Alexandra Palace submission referenced within this sub-section of the report are attached at **Appendix O**.

Co-Working Employment Trip Generation

6.3.49 The proposed co-working employment floorspace would occupy 558sqm. GFA within the Town Hall building, when allowing for a proportion of the shared back-of-house arrangements, with the core floorspace being of 540sqm. GFA. This floorspace could be used in a number of different ways, but is envisaged to be an area within which a number of smaller company groups or individuals would work, instead of single operating entity.

6.3.50 As such, to determine the trip generation associated with the proposed employment floorspace, the TRICS database has been interrogated to establish appropriate peak hour and daily person trip generation rates, with the initial search being within the 'Office' sub-category of the 'Employment' category, considering Greater London sites only and surveyed on a weekday since 2009 (the current TRICS default date) with multi-modal data, and with a further refinement to the search criteria being to consider sites no greater than 2,500sqm. GFA.

6.3.51 This initial search yielded three surveys, which were reviewed further against the background of public transport accessibility and car parking provision, to identify those sites which could be considered analogous to the scheme in terms of these two key characteristics. With regard to accessibility by public transport, those sites with a recorded PTAL of 5 or more were discounted, which removed two of the three available surveys.

6.3.52 The remaining survey was attached to a site in the City of London area, which whilst not wholly necessarily analogous in terms of location did come forward with a lesser PTAL and with no on-site parking as well as being occupied by a number of different companies.

6.3.53 Details of this site taken forward to support the proposed trip generation exercise are summarised in Table 6.12, whilst the corresponding trip rates from the TRICS analysis and the equivalent trips for the proposed employment floorspace are summarised in Table 6.13 for the typical peak hours and the daytime period. Further details of the corresponding TRICS data are attached at **Appendix P**.

Site Location	YEAR	PTAL	GFA (sqm.)	Parking Spaces	Location Type
Monument, City of London	2013	4	1,951	0	Town Centre

Table 6.12: Summary of TRICS Office Site

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Person Trips / 100sqm.	2.614	0.000	2.614	0.257	1.948	2.205	15.071	14.507	29.578
Person Trips (558sqm.)	15	0	15	1	11	12	84	81	165

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 6.13: Proposed Person Trip Generation Summary – Employment Floorspace

6.3.54 With regard to disaggregating the trips by mode, the ‘method of travel to work’ data records can be considered applicable equally to those travelling to and from the local area for the purpose of work, as the range of travel modes available to residents to travel out of the area for work is also available to those to travel into the area for work.

6.3.55 Against this background, Table 6.14 summarises the person trips by mode which could be associated with the proposed employment floorspace for the typical network peak hours and the typical daytime period, having applied the local census data (again having first discounted those classified as ‘not in employment’ and as ‘work mainly at or from home’) to the total person trips reported within the original assessment.

	Mode Share	PERIOD		
		A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)
Car Driver	20%	3	2	33
Car Passenger	1%	0	0	2
Motorcycle	2%	0	0	3
Underground	41%	6	5	68
Rail	6%	1	1	10
Bus	13%	2	2	21
Bicycle	11%	2	1	18
Foot	6%	1	1	10
TOTAL	100%	15	12	165

NOTE: Where appropriate, movements by mode have been rounded to ensure tally with total trips.

Table 6.14: Summary of Employment Floorspace Mode Share & Trips by Mode

6.3.56 Whilst it is acknowledged that there would be no on-site parking available typically to those working within the co-working employment floorspace within the Town Hall building, other than those with mobility difficulties who may have sought to pre-arrange access of one of the three rear spaces, for robustness it has been assumed that instead the projected car driver trips may seek alternative parking within the vicinity of the site for a varying duration.

Café / Restaurant Trip Generation

- 6.3.57 The proposed café / restaurant floorspace would occupy 794sqm. GFA allowing for a proportion of the shared back-of-house arrangements, with the core floorspace being of 769sqm. GFA. The space given over to such activity would be both within Town Hall building and the Broadway Annex, with the ground floor operations typically being linked with the Town Hall Square and more so accessible by the public.
- 6.3.58 These ground floor areas equate to around 70% of the overall floorspace proposed to be occupied by café / restaurant uses, so for the purpose of this assessment it is considered appropriate to consider that firstly the residual 30% of the floorspace would be linked with trips to and from the other uses within the Town Hall building – hotel, community floorspace and employment floorspace.
- 6.3.59 With regard to the ground floor floorspace given over to this use, connecting directly with the Crouch End District Centre by means of opening out onto the Town Hall Square, it is considered reasonable that there would be trip linkage with those coming to and from the district centre for other trip purposes, thus a lesser 20% of total trips has been assumed.
- 6.3.60 Against this background, the trips assessment for the proposed café / restaurant floorspace has been taken forward based on 50% of the floorspace attracting primary trips, thus 397sqm. of the total gross floor area, with the remainder being related to linked trips – either with the other uses within the wider development scheme or with trips to and from the district centre.
- 6.3.61 As such, to determine the trip generation associated with the proposed café / restaurant floorspace, the TRICS database has been interrogated to establish appropriate peak hour and daily person trip generation rates, with the initial search being within the ‘*Restaurants*’ sub-category of the ‘*Hotel, Food and Drink*’ category, considering Greater London sites only and surveyed on a weekday since 2009 (the current TRICS default date) with multi-modal data.
- 6.3.62 This initial search yielded no such sites, thus the date range was pushed back to run from 2008 onwards, which yielded one site – Wagamama in Holborn. This, however, was not analogous to the scheme in terms of public transport accessibility, with a PTAL of 6b.
- 6.3.63 Further review of the database was undertaken, with the updated search being within the ‘*Pub / Restaurant*’ sub-category of the ‘*Hotel, Food and Drink*’ category, using the same initial search criteria as for the review of the ‘*Restaurants*’ sub-category. This yielded six sites, which were then reviewed further in terms of public transport accessibility and parking provision.
- 6.3.64 With regard to accessibility by public transport, those sites with a recorded PTAL of 5 or more were discounted, which removed all but one of the six available surveys. With regard to the remaining site, The Arkley Pub & Restaurant in Barnet, this was not analogous to the scheme in terms of parking, with twenty-seven on-site spaces.

6.3.65 Given the limited data availability in relation to cafés / restaurants with a similar public transport accessibility and a similar parking strategy to those associated with the site and scheme, for the purpose of this assessment the trip rates for the Wagamama site and The Arkley have been extracted separately and then averaged to support the trip projections.

6.3.66 Details of these sites taken forward to support the proposed trip generation exercise are summarised in Table 6.15, whilst the corresponding trip rates from the TRICS analysis (after averaging) and the equivalent trips for the proposed café / restaurant floorspace are summarised in Table 6.16 for the typical peak hours and the daytime period. Further details of the corresponding TRICS data are attached at **Appendix Q**.

Site Location	YEAR	PTAL	GFA (sqm.)	Parking Spaces	Location Type
Holborn, Camden	2008	6b	341	0	Town Centre
Barnet, Barnet	2013	2	724	27	Edge of Town

Table 6.15: Summary of TRICS Café / Restaurant Sites

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Person Trips / 100sqm.	0.00	0.00	0.00	7.02	5.07	12.09	67.30	57.38	124.68
Person Trips (397sqm.)	0	0	0	28	20	48	267	228	495

NOTE: Where appropriate, movements by direction have been rounded to ensure tally with total trips.

Table 6.16: Proposed Person Trip Generation Summary – Café / Restaurant Floorspace

6.3.67 Again, it is acknowledged that with the general nature of such operations there would be tripmaking activity outside of the typical daytime period, particularly following on from 19:00. The TRICS data would suggest a further 289 person trips through to midnight, again when averaging the trip rates from the two individual sites.

6.3.68 With regard to disaggregating the trips by mode, it is considered that an average of the daytime event and evening event mode shares for the community floorspace could act as a proxy. Thus, against this background, Table 6.17 summarises the person trips by mode which could be associated with the proposed café / restaurant floorspace for the typical network peak hours and the typical daytime period, having applied the averaged mode share to each.

	Mode Share	PERIOD		
		A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)
Car Driver	2.57%	0	1	13
Car Passenger	2.56%	0	1	13
Taxi Driver	2.57%	0	1	13
Taxi Passenger	2.56%	0	1	13
Underground	56.98%	0	28	282
Rail	8.33%	0	4	41
Bus	18.07%	0	9	89
Bicycle	0.38%	0	0	2
Foot	5.98%	0	3	29
TOTAL	100	0	48	495
NOTE: Where appropriate, movements by mode have been rounded to ensure tally with total trips.				

Table 6.17: Summary of Café / Restaurant Floorspace Mode Share & Trips by Mode

6.3.69 If the derived mode share were applied to those person trips outside of the typical daytime period (07:00-19:00), this would suggest a further seven (7) car vehicle trips and a further seven (7) taxi movements, with a further 241 person trips by public transport modes over the course of a typical five-hour period (typically 19:00-00:00).

6.3.70 These trip projections by mode are notwithstanding that trips to and from cafés / restaurants within the scheme may have a more local catchment and attraction, which would increase the propensity to travel on foot or by cycle firstly and potentially by bus also secondly and then decrease the propensity to travel by car or the other longer-distance public transport modes.

Summary

6.3.71 Based upon the trips by mode presented within the tables relating to the preceding commentary on the proposed trip generation of the mixed-use redevelopment scheme, Table 6.18 presents a summary of trips by mode for the combined uses within the scheme, again for the typical network peak hours and also for the typical daytime period of 07:00 to 19:00, as well as the overall mode share based upon the trips by mode for the daily period.

6.3.72 This summary includes the daytime event trips profile for the community floorspace, since for both the peak hour periods and the typical daytime period (07:00-19:00) this corresponds with the worse-case scenario, and continues to allow the café / restaurant trip reductions in terms of site-linked and area-linked trips; no further reductions have been applied.

Travel Mode	PERSON TRIPS (TWO-WAY) & MODE SHARE			
	A.M. Peak Hour	P.M. Peak Hour	Daily (07:00-19:00)	Scheme Mode Share
Car Driver	13	20	180	5.24%
Car Passenger	1	9	57	1.66%
Taxi Driver	2	10	73	2.12%
Taxi Passenger	1	9	61	1.78%
Motorcycle	2	2	23	0.67%
Underground	54	257	1,773	51.63%
Rail	8	37	259	7.54%
Bus	16	82	560	16.31%
Bicycle	13	13	137	3.99%
Foot	12	40	311	9.06%
TOTAL	122	479	3,434	100%

Table 6.18: Summary of Proposed Scheme Trips by Mode & Mode Share

- 6.3.73 This summary of the trips projected to come forward as a result of the proposed mixed-use development scheme at and around the Hornsey Town Hall site suggests that whilst with a restraint-based car parking strategy there could continue to be around 7% of person trips undertaken as a vehicle driver, the vast majority of person trips would typically be sought to be undertaken by public transport (around three-quarters of site-related trips).
- 6.3.74 Specifically with regard to the trips by public transport, for which the individual mode shares represent a shift from the other modes, a 25% increase (from 60% overall using the census data relating to trips to and from work to 75%) may not to be unexpected given the restraint-based parking strategy coming forward at the site. With the inclusion of the community event trips, this public transport mode share is likely to represent a peak and worse-case.
- 6.3.75 It is acknowledged that with regard to trips by underground in particular but potentially also those by rail that the locations of the corresponding stations relative to the site would require use of other modes for part of the journey and with this most likely to be by bus but with some by cycle and on foot, thus this will be duly considered in terms of the potential impacts.
- 6.3.76 This multi-modal nature to a significant proportion of the trips projected to be travelling to and from the site will be duly appraised within the following sub-section of this report, that which considers the potential impacts of the proposed mixed-use development scheme upon the range of travel networks available to access the site and surrounding area.

- 6.3.77 Additionally, and as referenced within the preceding commentary, with regard to trips associated with the proposed hotel, community floorspace and café / restaurant operations in particular there would be the likelihood of a number of trips outside of the typical daytime period (07:00-19:00). These additional person trips have been projected to be 1,269 in total two-way – 190 further person trips associated with the hotel, 790 further person trips associated with community floorspace, the latter based on there being an evening event scheduled, and 289 further person trips associated with the café / restaurant units.
- 6.3.78 With these additions this would suggest potential tripmaking associated with the site of up to some 4,703 person trips, though with representing a worse-case scenario with the scheduling of either a daytime event or an evening event with maximum attendance within the community areas in the Town Hall building and not necessarily activity on a daily basis.
- 6.3.79 If the person trips associated with an maximum capacity evening event within the community areas in the Town Hall building were to be excluded, there could 2,395 person trips associated with the site, thus around half of the projected tripmaking potential for full use of the site.

6.4 Assessment of Impacts

- 6.4.1 The assessment presented in the preceding sub-sections of this report identifies that the previous scheme could result in some 3,628 person trips (two-way) during the typical 07:00-19:00 daytime period, whilst the proposed mixed-use development scheme could result in 3,434 person trips (two-way) over the same period – a marginal reduction of 194 person trips two-way or equivalent to a reduction of around 5%.
- 6.4.2 Undertaking the same high-level comparison between the previous scheme and the proposed scheme, but including those trips projected to occur outside of the typical daytime period, would suggest some 4,727 person trips (two-way) with the former and 4,703 person trips (two-way) with the latter, thus not a material change in the potential level of tripmaking.
- 6.4.3 It is acknowledged that there would be varying degrees of trip linkage between the uses within the previous scheme and the uses within the proposed scheme, but it would be reasonable to assume that with changes in the floorspace given over to the constituent land-uses between the schemes that the potential level of tripmaking would continue to be similar overall, but with further consideration required as to the changes in trips by particular modes.
- 6.4.4 Table 6.19 summarises the results of this comparison of trips between the previous mixed-use scheme and the proposed mixed-use scheme for each of the typical network peak hours and for the typical daytime period (07:00-19:00), but also on a mode-by-mode basis.

Trips Comparison	A.M. PEAK HOUR			P.M. PEAK HOUR			DAILY (07:00-19:00)		
	Existing	Prop.	Change	Existing	Prop.	Change	Existing	Prop.	Change
Car Driver	54	13	-39	71	20	-41	653	180	-400
Taxi Driver		2			10			73	
Car Passenger	37	1	-35	30	9	-12	363	57	-245
Taxi Pass.		1			9			61	
Motorcycle	0	2	+2	10	2	-8	36	23	-13
Underground	33	54	+21	48	257	+209	399	1,773	+1,374
Rail	11	8	-3	16	37	+21	73	259	+186
Bus	66	16	-50	101	82	-19	834	560	-274
Bicycle	4	13	+9	18	13	-5	109	137	+28
Walk	93	12	-81	133	40	-93	1,161	311	-850
TOTAL	298	122	-176	425	479	+52*	3,628	3,434	-194
*Discrepancy of between the sum of the changes by mode and that taken from the totals reflects discrepancy in previous reporting of p.m. peak hour trips for the previous scheme.									

Table 6.19: Summary Impact of Site Person Trips by Mode

- 6.4.5 The results presented in the table are further examined in terms of the magnitudes of the net change in trips by each of the key modes of travel (car, taxi and the individual public transport modes) and the likely related impacts of these.

Car & Taxi Vehicle Trips

- 6.4.6 As a result of the rigid application of the restraint-based approach to on-site car parking for each of the constituent land-uses, but with due consideration of trips by car or taxi continuing to be undertaken to access the site for a number of trip purposes, the trips comparison identifies that there could be a reduction in these vehicle movements by no less than half during the peak hours, when compared with those projected for the previous scheme.
- 6.4.7 Over the course of the typical daytime period, the reduction in potential vehicle trips could be approaching two-thirds, again when compared with those projected for the previous scheme.
- 6.4.8 As stand-alone trips, the thirty vehicle trips projected during the p.m. peak hour would not be considered material, averaging at one movement every other minute and including those travelling to and from the site and those to and from the local area. Indeed, against the background of traffic travelling through The Broadway junctions currently, if all these vehicle movements were assigned to and from that corridor the increase in junction throughput would be no more than 2%, which would not be discernible in terms of day-to-day operations.

Underground

- 6.4.9 The trips comparison between the previous scheme and the proposed scheme identifies this to be the mode of travel upon which there would be the greatest impact in terms of the magnitudes of the trip changes, both during the peak hours (particular the p.m. peak hour) and over the typical daytime period of 07:00-19:00.

- 6.4.10 There are currently 46-48 underground services running through Finsbury Park in each direction in each hour typically, so a total of 92-96 when allowing for the through route nature of these services. Against this background, the additional 209 person trips by underground projected during the p.m. peak hour would equate to an additional four to five persons per service based on each person adopting the same direction of travel, which would represent a worse-case scenario and may better reflect peak hour travel.
- 6.4.11 If the p.m. peak hour trips projected by underground for the proposed scheme were considered as stand-alone movements, with no offset against the trips projected for the previous scheme, the additional 257 person trips would equate to between five and six additional persons per service, which would be less than one person per carriage and thus not considered to represent a discernible impact in terms of level of service on this mode.
- 6.4.12 Outside of the peak hours, the residual additional trips by underground when comparing the trips projected for the previous scheme with the trips projected for the proposed scheme would be 1,144 person trips, of which it would be reasonable to assume an equal split between arriving person trips and departing person trips – 572 person trips by direction.
- 6.4.13 With the typical hourly underground frequency bringing forward 460 services in each direction in the daytime hours outside of the peak hours, as an average these additional person trips would equate to a further five persons for every four underground services, though it is acknowledged that there would be variations in hour-by-hour underground trips demand. As stand-alone trips, the equivalent impact would, as an average, be two person per service, this again not considered to represent a discernible impact in terms of level of service.

Rail

- 6.4.14 The trips comparison between the previous scheme and the proposed scheme identifies this to be a mode of travel upon which there would also be a potential discernible impact in terms of the magnitudes of the trip changes, similarly during the p.m. peak hour in particular and over the typical daytime period of 07:00-19:00.
- 6.4.15 With the London Overground services via Crouch Hill and National Rail services via Finsbury Park bringing forward fifteen services running in each direction currently, the additional twenty-one person trips during the p.m. peak hour, when comparing the proposed scheme with the previous scheme, would equate to between one and two person per service assuming a single direction of travel, with between two and three additional persons if stand-alone trips. Similarly to the underground trips, these would not be considered discernible.
- 6.4.16 Outside of the peak hours, the residual additional trips by rail when comparing the trips projected for the previous scheme with the trips projected for the proposed scheme would be 168 person trips, of which it would be reasonable again to assume an equal split between arriving person trips and departing person trips – 84 person trips by direction.

6.4.17 With the typical hourly cumulative rail frequency bringing forward 150 services in each direction in the daytime hours outside of the peak hours, as an average these additional person trips would equate to around a single person every service, whilst as stand-alone trips these would equate to an additional two persons every service, though it is again acknowledged that there would be variations in hour-by-hour rail trips demand. Such additional levels of tripmaking activity by rail would not again be considered as discernible.

Bus

6.4.18 The trips comparison between the previous scheme and the proposed scheme identifies this to be a mode of travel upon which there could be a potential reduction in trips, so theoretically at least a positive impact in terms of trip changes. As stand-alone additional trips it is projected that there could be 101 person trips during the p.m. peak hour by bus.

6.4.19 Given the through route nature of four of the five bus routes running within the area local to the site, there are eighty-four buses arriving and eighty-four buses departing, thus assuming worse-case for the peak hour of one direction of travel (thus for the purpose of the p.m. peak hour assumed to be arriving trips), the projected bus trips associated with the scheme would equate to five persons for every four bus services as an average.

6.4.20 If these projected stand-alone movements were distributed proportionally amongst the five routes, based on frequency of service, this would equate to the additional bus movements by service and by direction as summarised in Table 6.20.

	41		91	W3		W5		W7	
	Archway	Tott. Hale	Traf. Sq.	North. Park	Finsbury Park	Harringay	Archway	Muswell Hill	Finsbury Park
Per Hour	12	12	10	13	13	6	6	14	15
Per Bus	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.3

Table 6.20: Summary of Additional Bus Trips by Route & Direction

6.4.21 Again, as additional person trips by bus route and bus service, these projected movements would not be considered discernible. However, it is appreciated that a full assessment of impacts on bus-based travel has to include also those trips projected to be travelling by underground and by rail for whom the trip between the site and the station may include a trip by bus, though not precluding walking to Crouch Hill or cycling to Finsbury Park.

6.4.22 Both of these stations are accessible of the site by bus using service W7, with the W3 service also connecting the area surrounding the site with Finsbury Park station. However, based on site observations, it is considered that the typical scenario would be trips to and from these stations to be undertaken additionally by the W7 service.

6.4.23 In terms of peak hour travel, a worse case assessment would be to add the full number of projected trips by underground and rail without any offsetting against the previous scheme (a total of 294 person trips) with those trips projected to be travelling by bus in the lead direction (the fifteen person trips shown in Table 6.20) – this would equate to a total of 309 persons.

- 6.4.24 Evidently, with twelve services per hour typically in each direction running along the W7 service, this could suggest an additional demand of twenty-six persons per service. If the projected trips by underground and rail for the proposed scheme were offset against those projected for the previous scheme, the additional demand would equate to a lesser twenty persons per service (based on a total of 245 person trips by bus).
- 6.4.25 With this magnitude of potential additional trips assigned to the W7 route in the first instance there is the likelihood of a proportion of these trips shifting either to the W3 service or to alternative means of travel to reach either Crouch Hill or Finsbury Park stations.
- 6.4.26 A further review of the trips for each of the constituent land-uses would suggest that in the busier direction, which would be from Finsbury Park to the site in the p.m. peak hour, that the projected movements by bus could be marginally less at 252 person trips by bus, given that those trips associated with the employment floorspace and some of those associated with the café / restaurant units would be travelling in the opposing direction; this would again equate to around twenty persons per service similar to the exercise with the previous scheme offset.
- 6.4.27 However, this high number of additional trips is particularly driven by the additional trips projected to be travelling towards the site for a maximum capacity event within the community areas of the Town Hall building; excluding the corresponding rail and underground trips from the total would reduce the additional trips specifically for the W7 service to ninety-five persons, thus a much lesser eight additional persons per service without any offset being considered as a result of comparing the previous scheme with the proposed scheme.
- 6.4.28 As referenced previously within this report, as part of the travel planning for the full extent of the scheme it is the intention of the scheme promoter to prepare and have in place an Event Management Plan for such a scenario where attendance is anticipated to above a particular person threshold, with this including measures to support accommodation of the spike in travel demands to and from the site resulting from the staging of such an event.
- 6.4.29 As such, against this background, it is considered that further discussions be had with LB Haringey as to how to address the projected impacts on the W7 service during the peak hours of travel in particular and in relation to the staging of capacity events within the Town Hall.

6.5 Servicing & Deliveries

- 6.5.1 The data available within the TRICS database, which has been used to support the trip generation for a number of the uses within the proposed mixed-use scheme, can also assist in identifying typical servicing patterns associated with these. Where such data are not available, alternative data sources have been identified to supplement these considerations.
- 6.5.2 *With regard to the proposed residential units (146 units in total),* the raw data provided as part of Appendix M allow firstly the identification of the number of LGVs and OGVs associated with each of the selected sites, by means of the percentage of the recorded vehicle trips, which can then be pro-rated and averaged to provide an estimate of the likely servicing trips.

6.5.3 With regard to the proposed hotel (67 rooms in total), the trip rates data provided as part of Appendix N provides separate trip rates for both LGVs and OGVs, which can then be applied to the proposed number of rooms to provide an estimate of the likely servicing trips. These results have also been validated by information provided by the scheme promoter, which identified that typically such an operation has a fixed number of core deliveries (four), then further deliveries dependent upon the size and scale of the offer of the hotel.

6.5.4 With regard to the proposed community floorspace (3,653sqm. GFA in total), the level of servicing would be dependent upon the type of activity being staged. The information submitted for the East Wing scheme Alexandra Palace did not include an assessment of servicing trips, thus a further review of the raw data of the TRICS exhibition centre has been used as a proxy. Similarly, these data allow firstly the identification of the number of LGVs and OGVs associated with the site, by means of the percentage of the recorded vehicle trips, which can then be pro-rated to provide an estimate of likely servicing trips.

6.5.5 Table 6.21 provides a summary of the exhibition centre site used to support the separate servicing trips assessment, with the corresponding TRICS data attached at **Appendix R**.

Site Location	YEAR	PTAL	GFA (sqm.)	Parking Spaces	Location Type
Store Street, Camden	2007	6b	4,500	0	Town Centre

Table 6.15: Summary of TRICS Exhibition Centre Site – Servicing Assessment Only

6.5.6 With regard to the employment floorspace (558sqm. GFA in total), the raw data which supports the TRICS employment site referenced earlier in this section of this report, provided additionally as part of Appendix P, allow again firstly the identification of the number of LGVs and OGVs associated with the site, by means of the percentage of the recorded vehicle trips, which can then be pro-rated to provide an estimate of the likely servicing trips.

6.5.7 With regard to the café / restaurant floorspace (794sqm. GFA in total), the raw data which supports the TRICS sites referenced earlier in this section of this report, provided additionally as part of Appendix Q, allow again firstly the identification of the number of LGVs and OGVs associated with these sites, by means of the percentage of the recorded vehicle trips, which can then be pro-rated and averaged to provide an estimate of the likely servicing trips.

6.5.8 Against the preceding background, Table 6.22 provides a summary of the potential servicing trips which could be associated with the proposed mixed-use development scheme, notwithstanding that based on the assessment of the general potential tripmaking activity of this scheme and comparison with the previous scheme it could be reasonable to assume that similarly the level of servicing activity would not be materially dissimilar.

	VEHICLES by Number		
	LGVs	OGVs	TOTAL
Residential Units (146)	18	3	21
Hotel (67 rooms)	6	1	7
Community Floorspace (3,653sqm.)	10	5	15
Co-Working Space (558sqm.)	3	0	3
Cafés / Restaurants (794sqm.)	6	2	8
TOTAL	43	11	54

Table 6.22: Summary of Site-Wide Servicing Trips by Vehicle Numbers

- 6.5.9 These projected servicing trips associated with the proposed mixed-use development scheme would again represent a worse-case assessment, given that those vehicles associated with the community floorspace would correspond with the staging of a large event within that area which, as referenced previously, would not necessarily reflect typical day-to-day activity.
- 6.5.10 However, the assessment of the potential servicing vehicles demonstrates that the majority of these would be undertaken by smaller-sized vehicles (LGVs), with the use of larger-sized vehicles (OGVs) being occasional and particularly so when considering that these typical movements could include refuse collection vehicles associated with each of the residential units and the non-residential floorspace.
- 6.5.11 Also, of these projected servicing vehicles, based on the lesser number of residential units (twenty-six) and one of the café / restaurant units (288sqm. GFA), there could be typically five of the LGVs and up to one of the OGVs likely to be taking servicing access from on-street within the vicinity of the Broadway Annex and Rose Place, but with no preclusion of use of the rear servicing area. All other servicing activity would utilise the rear servicing area only.
- 6.5.12 Thus, this assessment of servicing activity associated with the proposed scheme demonstrates that the corresponding impacts would be manageable and sufficiently accommodated by the proposed infrastructure and external highway network.

7 Conclusions

- 7.1.1 This report has been prepared on behalf of Crouch End (FEC) Ltd in support of a planning application for the redevelopment scheme within and around the Hornsey Town Hall site in Crouch End, Haringey.
- 7.1.2 The scheme proposals comprise firstly the refurbishment and enhancement of the existing Town Hall building and part of the adjacent Broadway Annex and secondly demolition and clearance works on land to the rear to facilitate construction of new-build blocks, additionally on the mews area at the end of Rose Place, to bring forward a mixed-use scheme comprising some 8,003sqm. GFA of non-residential floorspace and 146 residential units.
- 7.1.3 The non-residential floorspace would comprise a hotel (67 rooms), community floorspace (maximum capacity of 1,154 persons), employment floorspace and café / restaurant units.
- 7.1.4 The scheme would be supported by forty-eight on-site car parking spaces to the rear, of which forty-five would be allocated to the residential units and the remaining three for shared-use for visitors to all part of the scheme under a managed pre-booking system. There would be scope for a further three vehicles, for those with mobility difficulties, to park temporarily within the forecourt area in relation to a community event and provision of two car club spaces. Additionally, cycle parking would be provided in accordance with the London Plan.
- 7.1.5 Whilst the site and surrounding area has a PTAL rating of 3, considered as 'moderate', the site accessible by non-car modes, with five bus routes running through the local area and with these routes providing practical and convenient connection with both London Overground (Crouch Hill), London Underground and National Rail (both Finsbury Park). These access opportunities are in addition to the cycle and walking routes available.
- 7.1.6 The principle of redevelopment of the site is not only supported by policy, but also by the previous permissions issued to bring forward a mixed-use development at the site, firstly in 2010 under planning reference HGY/2010/0500 and then renewed in 2013 under planning reference HGY/2013/1383. These permissions were to bring forward a mixed-use development comprising 5,283sqm. GFA of non-residential floorspace, primarily within the Town hall building but also within the adjacent Broadway Annex, and 123 residential units.
- 7.1.7 An assessment of the tripmaking characteristics of both the previous mixed-use scheme and the proposed mixed-use scheme suggests increased tripmaking activity during the p.m. peak hour of around fifty person trips (two-way) but the scope for lesser tripmaking activity over the course of the full daytime period of 07:00-19:00. Further assessment of potential trips outside of the typical daytime period suggest that overall tripmaking activity would not be dissimilar when comparing the previous scheme trip potential with that of the proposed.

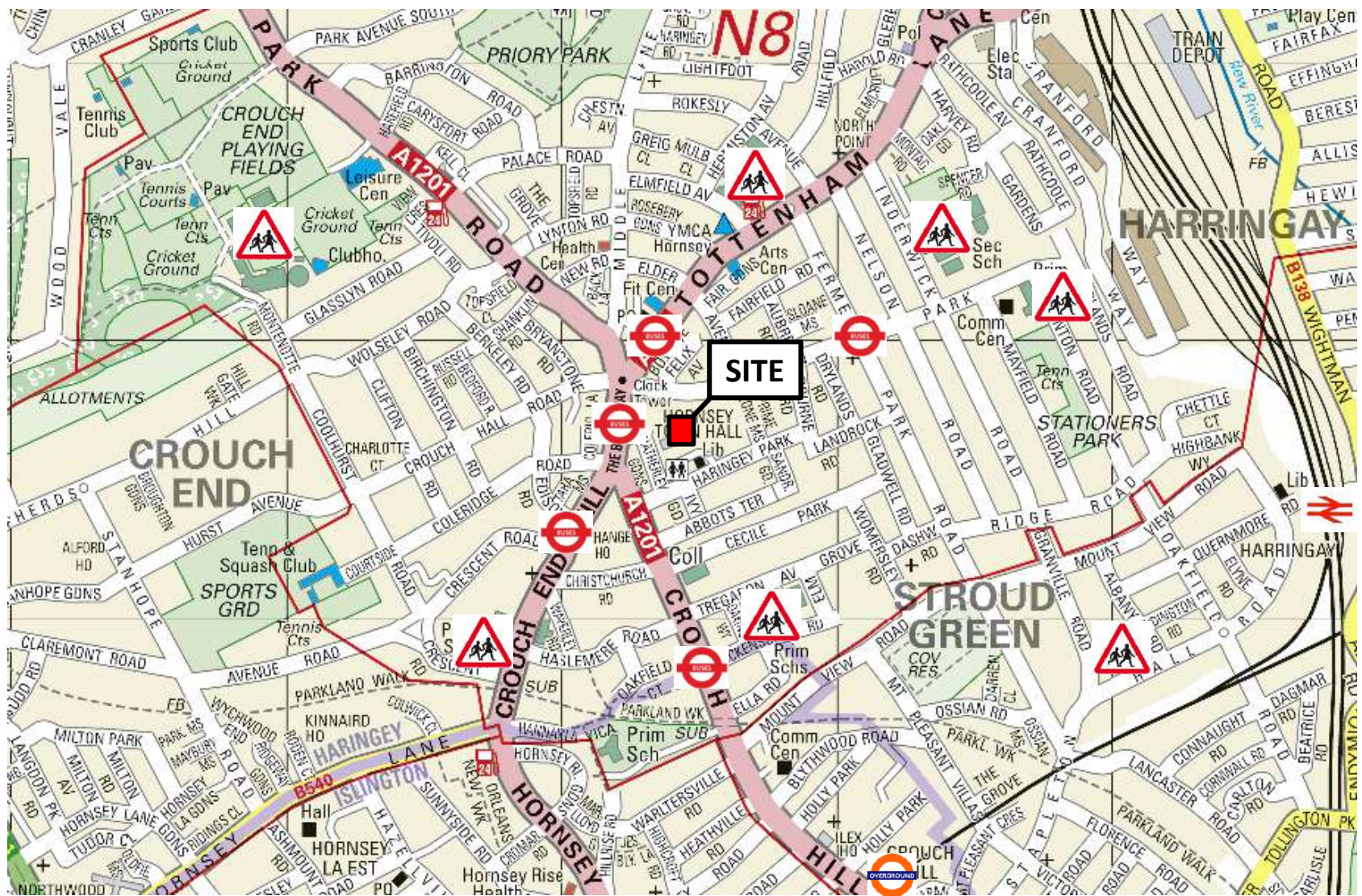
- 7.1.8 A mode-by-mode assessment of the projected peak hour and daily trips associated with the proposed scheme at the site, considered both against the background of the trips associated with the previous scheme and as stand-alone trips, confirm that whilst impacts on the highway network would not be materially, the greatest impact could be on the underground services running through Finsbury Park and on the W7 bus service to and from Finsbury Park station.
- 7.1.9 With regard to additional trips on the underground, the mode-by-mode assessment has identified as a worse case assessment between five and six additional persons per service in a single direction of travel during the p.m. peak hour as a result of the proposed scheme and without any offset against the previous scheme trips. At less than one additional person per carriage, this additional tripmaking activity is not considered to represent a discernible impact.
- 7.1.10 With regard to additional trips on the W7 service, the mode-by mode assessment has identified as a worse case assessment an additional demand of twenty-six person per service in a single direction of travel during the p.m. peak hour as a result of the proposed scheme and without any offset against the previous scheme trips. This additional demand would be driven primarily by capacity events within the community areas at the Town Hall, which if excluded would reduce the additional demand per W7 service to no more than eight persons.
- 7.1.11 As such, as part of the travel planning for the full extent of the scheme at the site, it is considered that further discussions be had with LB Haringey as to the additional measures to be brought forward as part of an Event Management Plan and also as to how to address the projected impacts on the W7 service during the peak hours of travel in particular and in relation to the staging of capacity events within the Town Hall.
- 7.1.12 A parallel Travel Plan and a parallel Delivery & Servicing Management Plan have been developed to accompany the application to ensure that firstly sustainable modes of travel are promoted and included as part of the ongoing strategy for the site and the constituent operations and that secondly servicing of the site is undertaken in a managed environment.
- 7.1.13 When considered against the background of the existing travel conditions and opportunities within the area surrounding the site and the key features of the proposed mixed-use development, the preceding review of policy confirms that the proposed scheme would accord well with national, regional and local planning policies.
- 7.1.14 Therefore, against this background, it is considered that there would be no highways and transport reasons to refuse the application for the proposed mixed-use redevelopment scheme within and around the Hornsey Town Hall site in Crouch End.



APPENDICES



APPENDIX A



SITE LOCATION

Overground Station



Local Bus Stops



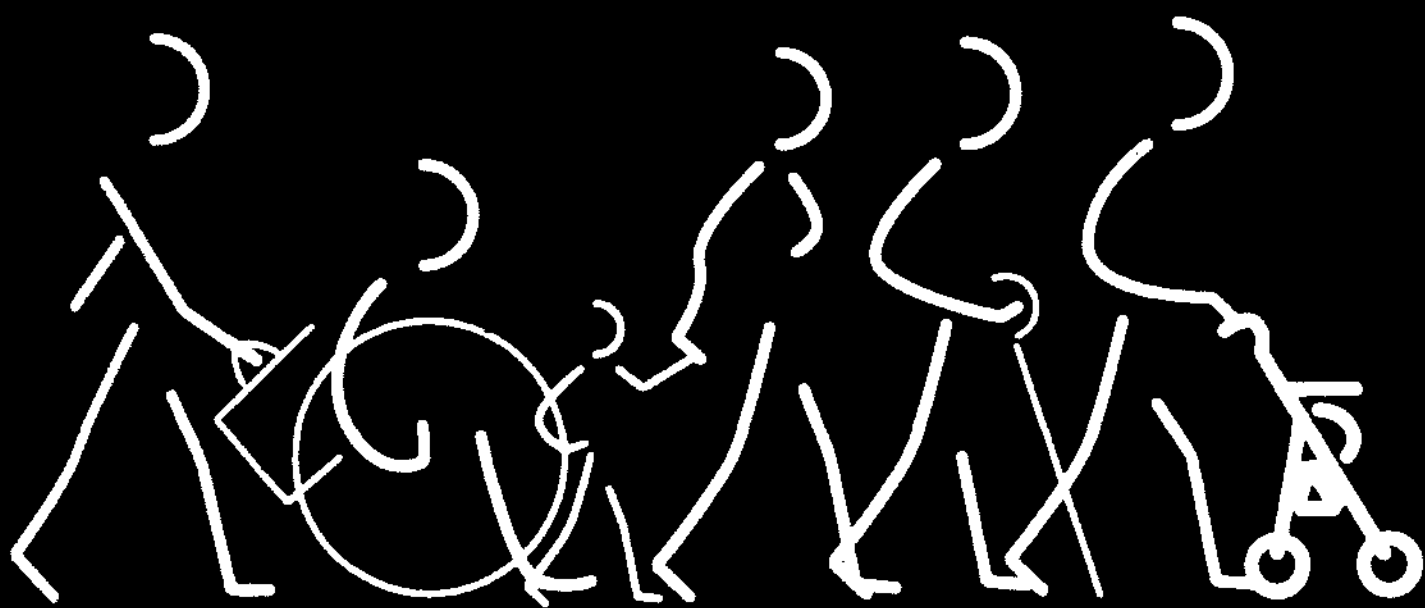
Local Schools





APPENDIX B

PROVIDING FOR JOURNEYS ON FOOT



THE INSTITUTION OF HIGHWAYS & TRANSPORTATION



Sainsbury's
making life taste better.

sustrans
ROUTES FOR PEOPLE




London Walking Forum



Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.33. Planning Policy Guidance Note 6 states that the acceptable distance from a supermarket car park to the town centre is about 200–300m (DOE, 1996). Further sources of information on acceptable walking distances are provide by IHT (1997 and 1999) and DETR (1998).

3.34. For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

Table 3.3: Acceptable walking distances for car-borne shoppers.

Parking time (hours)	Acceptable walking distance (metres)
30 mins	100
1	200
2	400
4	800
8	1000

Source: Carley and Donaldsons (1997).

Individual Sites/Redevelopment

3.35. For smaller areas and individual new developments or redevelopment, usually within an existing urban area, origin /destination surveys and network planning may not be appropriate. It will be important to identify the anticipated desire lines, crossing locations, volume and type of pedestrian activity. The practicality and attractiveness of walking depend not only on the general location but also on the access details. The most important considerations are likely to be:

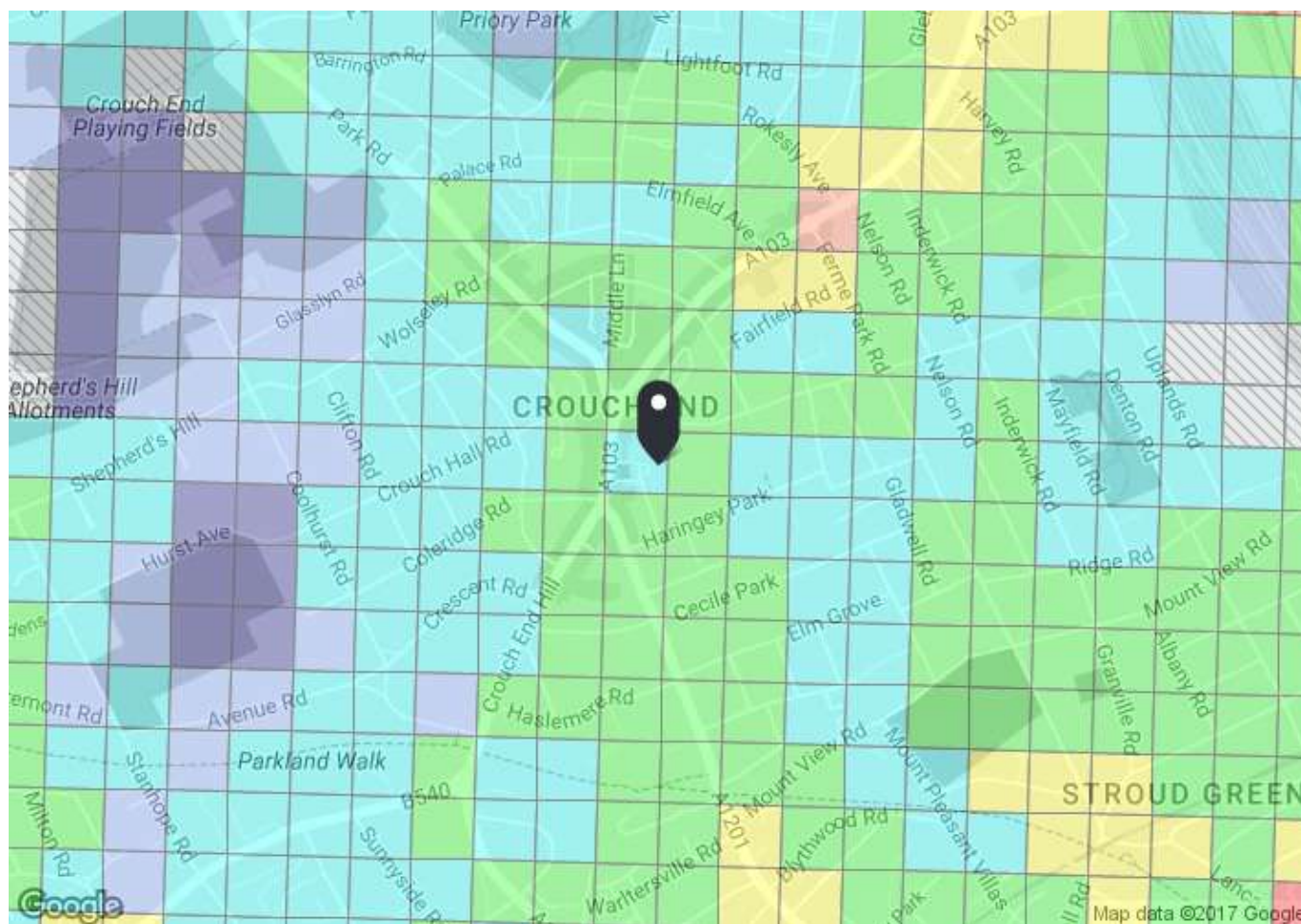
- › the ease of pedestrian access to the site
- › the orientation and location of buildings within the site
- › the access arrangements within the site
- › the architectural style of the development (car or pedestrian oriented).

3.36. Additional walking distances or gradients, can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control.

3.37. If the development is sufficiently large to warrant a Transport Impact Assessment, the local authority should ensure that this thoroughly addresses the issues of pedestrian access, both to the site and within it. Some guidance is provided in *IHT Guidelines for Providing for Public Transport in Developments* (IHT, 1999). Further Guidelines on Transport Assessments are expected from DETR.



APPENDIX C



PTAL output for Base Year

2

Homsey Town Hall The Broadway

Homsey Town Hall The Broadway London N8 9JJ, UK

Easting: 530184, Northing: 188333

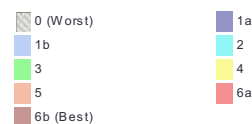
Grid Cell: 122534

Report generated: 25/05/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

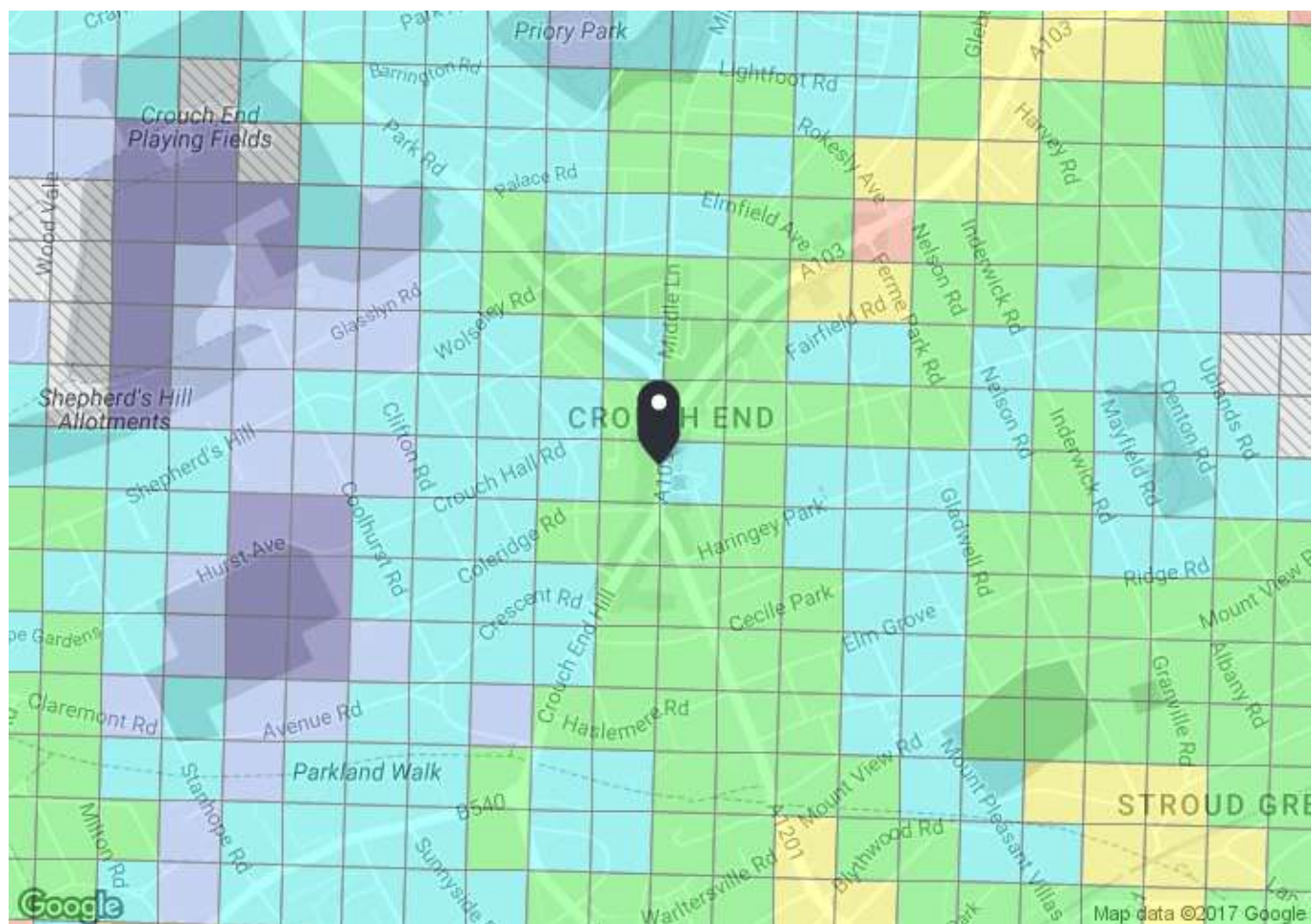


Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CROUCH END HILL BROADWAY	41	373.09	12	4.66	4.5	9.16	3.27	0.5	1.64
Bus	CROUCH END HILL BROADWAY	91	373.09	9	4.66	5.33	10	3	0.5	1.5
Bus	HARINGEY PK CROUCH HILL	V5	174.44	5	2.18	8	10.18	2.95	0.5	1.47
Bus	CROUCH HILL CECILE PARK	V7	343.26	19	4.29	3.58	7.87	3.81	1	3.81
Total Grid Cell AI:										8.42



PTAL output for Base Year

3

19 The Broadway London N8 8DU, UK
Easting: 530094, Northing: 188348

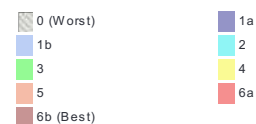
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Report generated: 25/05/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



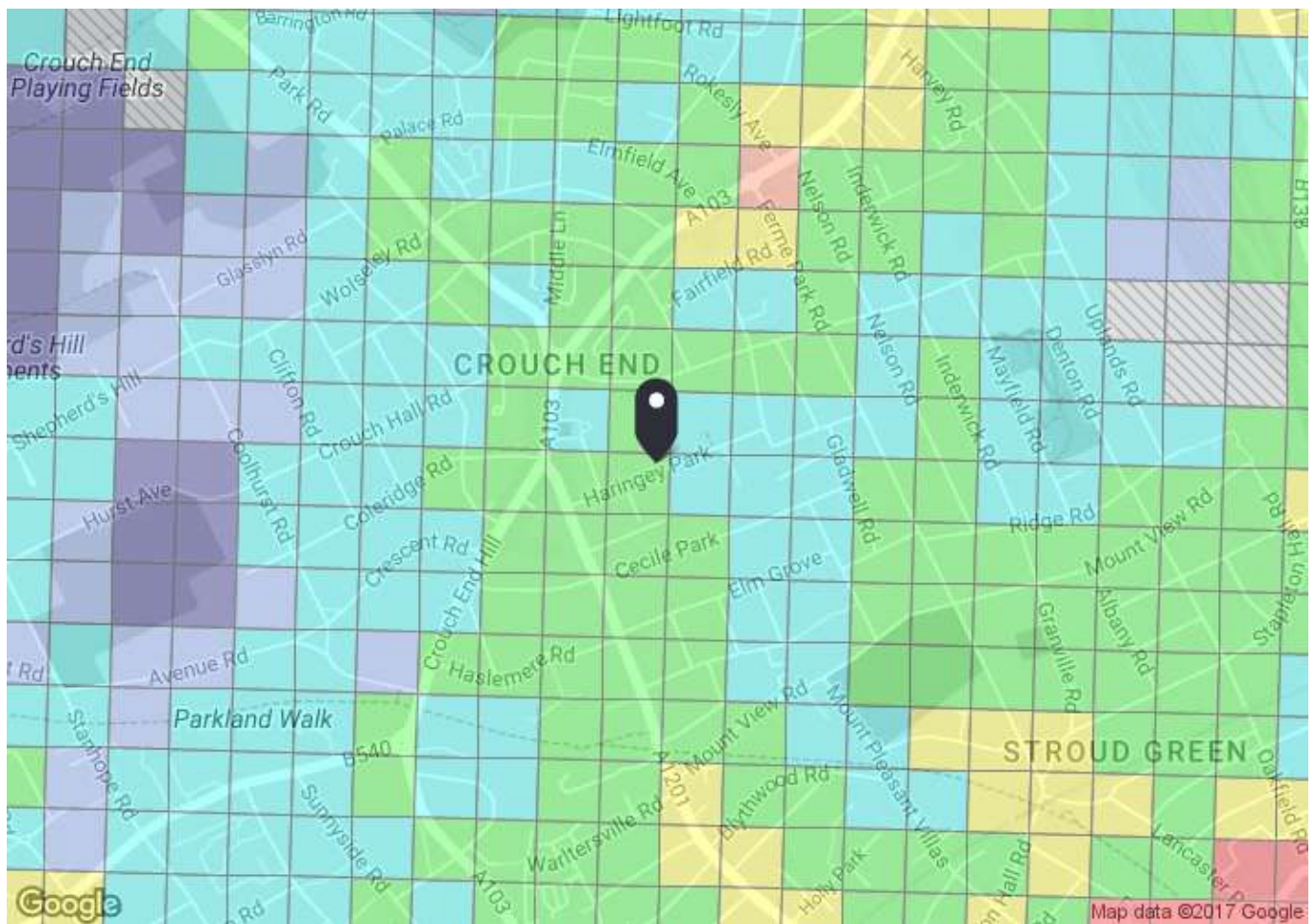
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CROUCH END BROADWAY	W7	65.02	19	0.81	3.58	4.39	6.83	1	6.83
Bus	CROUCH END BROADWAY	W5	65.02	5	0.81	8	8.81	3.4	0.5	1.7
Bus	CROUCH END TOTTENHAM LN	41	194.76	12	2.43	4.5	6.93	4.33	0.5	2.16
Bus	CROUCH END TOTTENHAM LN	91	194.76	9	2.43	5.33	7.77	3.86	0.5	1.93
Bus	FERME PARK RD/WESTON PK	W3	589.43	11.5	7.37	4.61	11.98	2.5	0.5	1.25
Total Grid Cell AI:										13.88

Copyright TfL



PTAL output for Base Year

3

13 Haringey Park, London N8, UK
Easting: 530277, Northing: 188270

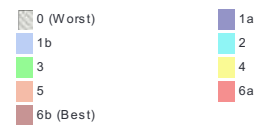
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Report generated: 20/07/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

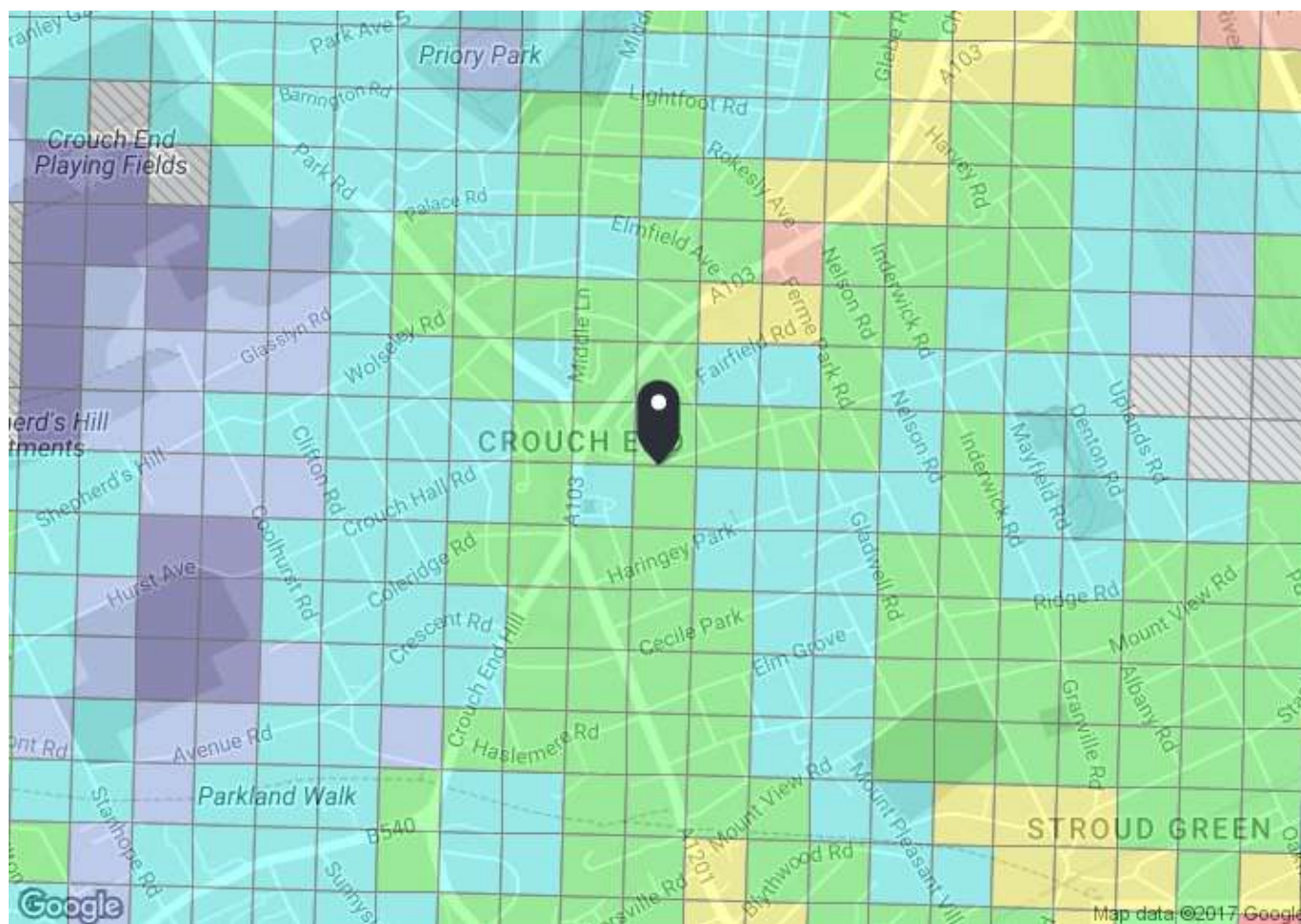


Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CROUCH END HILL BROADWAY	41	303.86	12	3.8	4.5	8.3	3.62	0.5	1.81
Bus	CROUCH END HILL BROADWAY	91	303.86	9	3.8	5.33	9.13	3.29	0.5	1.64
Bus	HARINGEY PK CROUCH HILL	V5	105.21	5	1.32	8	9.32	3.22	0.5	1.61
Bus	CROUCH HILL CECILE PARK	V7	274.04	19	3.43	3.58	7	4.28	1	4.28
Bus	FERME PARK RD/WESTON PK	V3	487.57	11.5	6.09	4.61	10.7	2.8	0.5	1.4
Total Grid Cell AI:										10.75



PTAL output for Base Year

3

23 Weston Park

23 Weston Park, London N8 9SY, UK

Easting: 530238, Northing: 188390

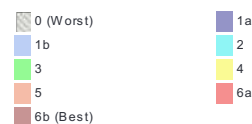
Grid Cell: 122535

Report generated: 20/07/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CROUCH END BROADWAY	W7	277	19	3.46	3.58	7.04	4.26	1	4.26
Bus	CROUCH END TOTTENHAM LN	41	249.3	12	3.12	4.5	7.62	3.94	0.5	1.97
Bus	CROUCH END TOTTENHAM LN	91	249.3	9	3.12	5.33	8.45	3.55	0.5	1.78
Bus	CROUCH END TOTTENHAM LN	W5	249.3	5	3.12	8	11.12	2.7	0.5	1.35
Bus	FERME PARK RD/WESTON PK	W3	377.44	11.5	4.72	4.61	9.33	3.22	0.5	1.61
Total Grid Cell AI:										10.96



APPENDIX D

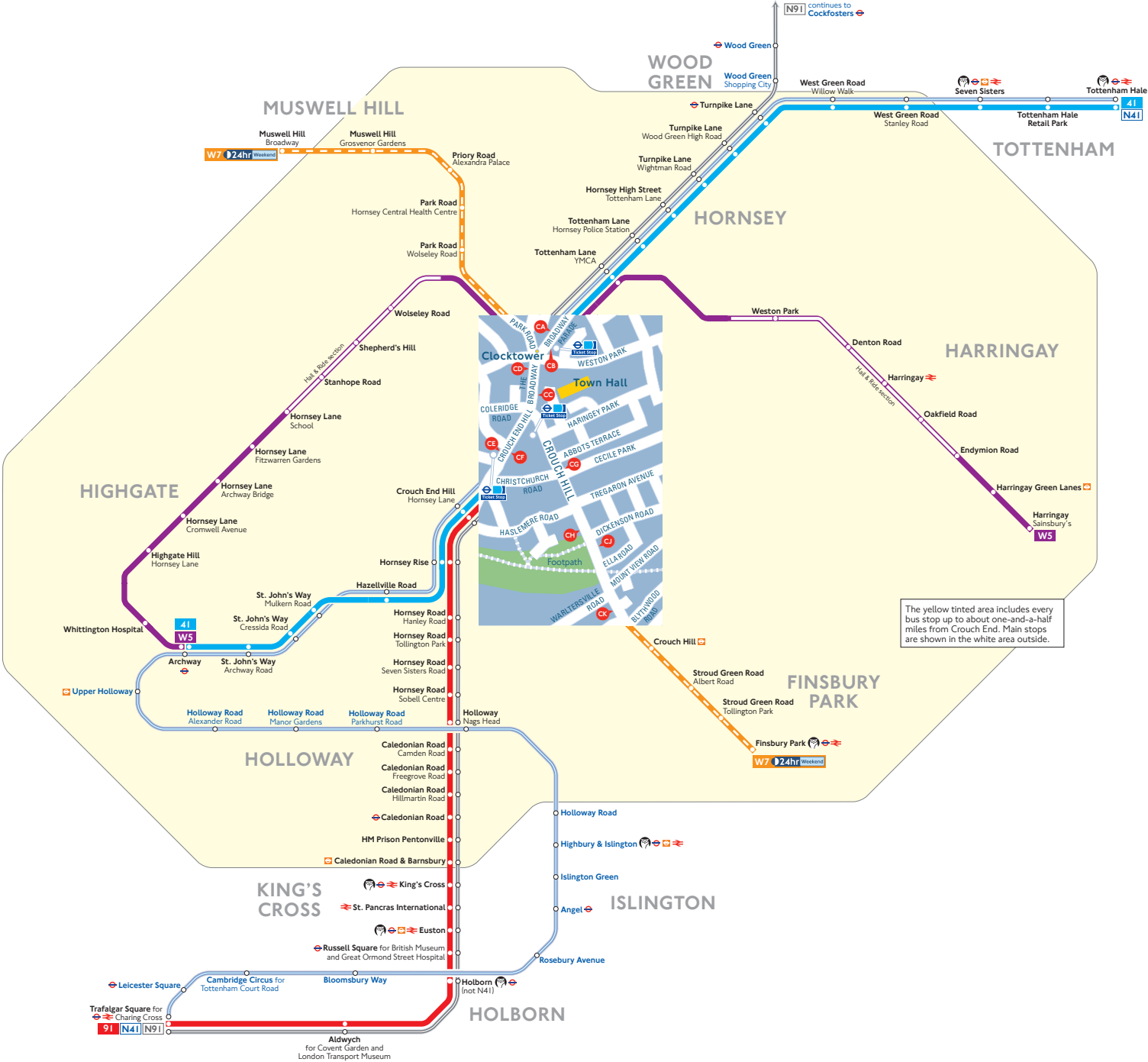
Buses from Crouch End

Route finder

Bus route	Towards	Bus stops
41	Archway	ca ca
	Tottenham Hale	ca ca
91	Trafalgar Square	ca ca
W5	Archway	ca
	Harringay	ca
W7 24hr Weekend	Finsbury Park	ca ca ca
	Muswell Hill	ca ca ca

Night buses

Bus route	Towards	Bus stops
N41	Tottenham Hale	ca ca
	Trafalgar Square	ca ca
N91	Cockfosters	ca ca
	Trafalgar Square	ca ca

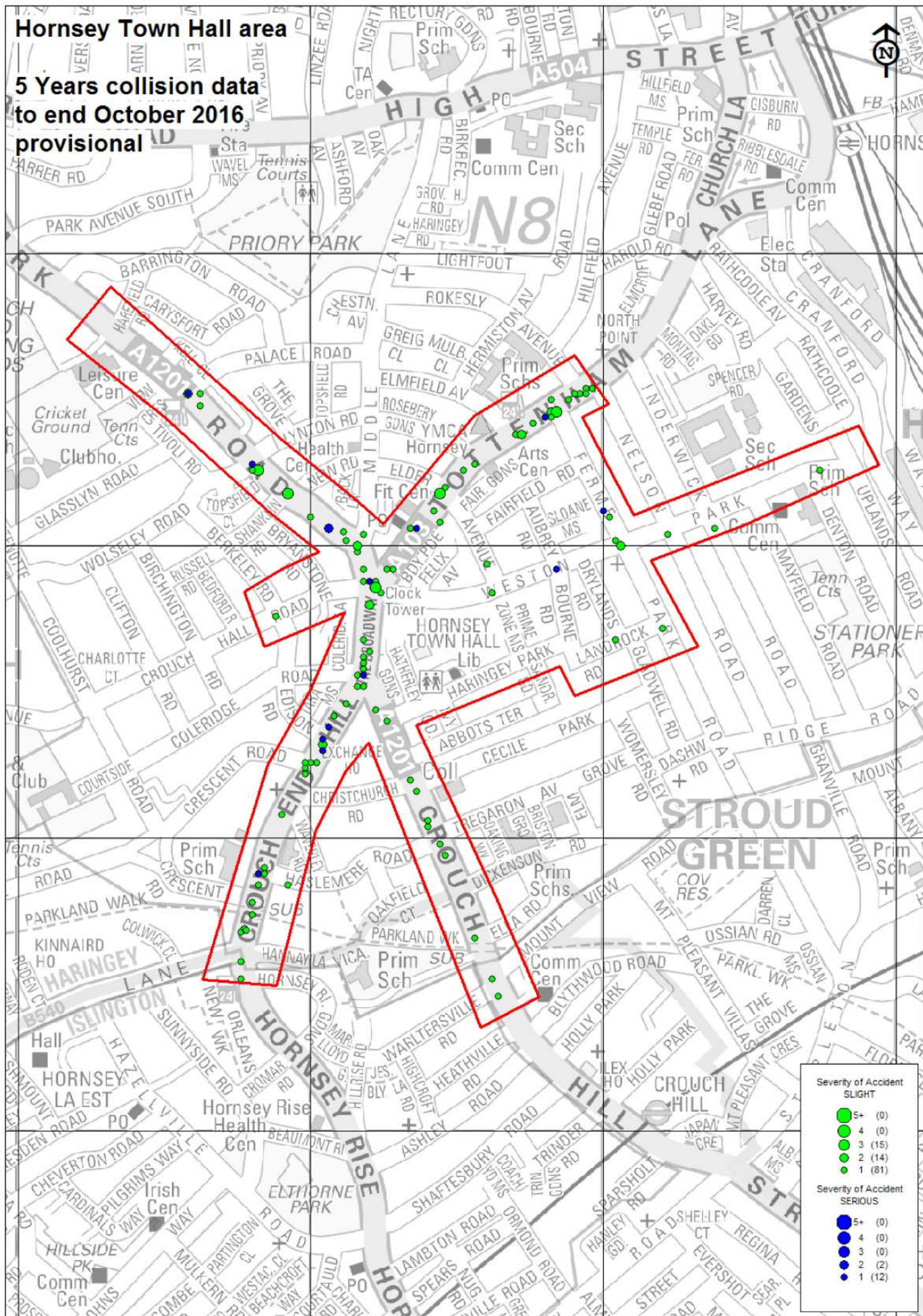




APPENDIX E

Hornsey Town Hall area

5 Years collision data
to end October 2016
provisional





APPENDIX F

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	BOURNE ROAD SOUTH OUT LEFT TO WESTERN PARK WEST						BOURNE ROAD SOUTH OUT AHEAD TO AUBREY ROAD NORTH						BOURNE ROAD SOUTH OUT RIGHT TO WESTERN PARK EAST						BOURNE ROAD SOUTH RIGHT TURN IN FROM WESTERN PARK WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1	0					0	0					0	0					0
0715-0730	0					0	0					0	1					1	1					3
0730-0745	0					0	0					0	2					2	0					0
0745-0800	2					2	0					0	3					3	3					3
0800-0815	2					2	0					0	3					3	1					1
0815-0830	2					2	0					0	3					3	0					0
0830-0845	1					1	0					0	5					5	3			2		5
0845-0900	1					1	2					2	4					4	4			1		5
0900-0915	4					4	1				1	2	3		1			4	2			1		3
0915-0930	0					0	1				1	2	5					5	3			1		4
0930-0945	4					4	0					0	2					2	0			1		1
0945-1000	0					0	0					0	3					3	2					2
0700-1000	17	0	0	0	0	17	4	0	0	0	2	6	34	0	1	0	0	35	19	1	0	0	7	27
0700-0800	3	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	0	6	4	1	0	0	1	6
0715-0815	4	0	0	0	0	4	0	0	0	0	0	0	9	0	0	0	0	9	5	1	0	0	1	7
0730-0830	6	0	0	0	0	6	0	0	0	0	0	0	11	0	0	0	0	11	4	0	0	0	0	4
0745-0845	7	0	0	0	0	7	0	0	0	0	0	0	14	0	0	0	0	14	7	0	0	0	2	9
0800-0900	6	0	0	0	0	6	2	0	0	0	0	2	15	0	0	0	0	15	8	0	0	0	3	11
0815-0915	8	0	0	0	0	8	3	0	0	0	1	4	15	0	1	0	0	16	9	0	0	0	4	13
0830-0930	6	0	0	0	0	6	4	0	0	0	2	6	17	0	1	0	0	18	12	0	0	0	5	17
0845-0945	9	0	0	0	0	9	4	0	0	0	2	6	14	0	1	0	0	15	9	0	0	0	4	13
0900-1000	8	0	0	0	0	8	2	0	0	0	2	4	13	0	1	0	0	14	7	0	0	0	3	10

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	BOURNE ROAD SOUTH OUT LEFT TO WESTERN PARK WEST						BOURNE ROAD SOUTH OUT AHEAD TO AUBREY ROAD NORTH						BOURNE ROAD SOUTH OUT RIGHT TO WESTERN PARK EAST						BOURNE ROAD SOUTH RIGHT TURN IN FROM WESTERN PARK WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	2					2	0					0	3					3	2					2
1615-1630	2					2	1					1	2					2	0			1		1
1630-1645	3			1		4	0					0	4					4	7					7
1645-1700	1					1	1					1	6					6	3					3
1700-1715	6					6	0					0	7			1		8	2					2
1715-1730	3					3	1					1	10					10	1					1
1730-1745	4					4	2					2	5					5	2					2
1745-1800	0					0	0					0	12					12	5					5
1800-1815	2					2	0					0	5					5	2					2
1815-1830	2					2	1					1	6					6	3			1		4
1830-1845	1					1	1					1	2				1	3	3			1		4
1845-1900	2					2	1					1	4			1	3	8	0					0
1600-1900	28	0	0	1	0	29	8	0	0	0	0	8	66	0	0	2	4	72	30	0	0	2	1	33
1600-1700	8	0	0	1	0	9	2	0	0	0	0	2	15	0	0	0	0	15	12	0	0	0	1	13
1615-1715	12	0	0	1	0	13	2	0	0	0	0	2	19	0	0	1	0	20	12	0	0	0	1	13
1630-1730	13	0	0	1	0	14	2	0	0	0	0	2	27	0	0	1	0	28	13	0	0	0	0	13
1645-1745	14	0	0	0	0	14	4	0	0	0	0	4	28	0	0	1	0	29	8	0	0	0	0	8
1700-1800	13	0	0	0	0	13	3	0	0	0	0	3	34	0	0	1	0	35	10	0	0	0	0	10
1715-1815	9	0	0	0	0	9	3	0	0	0	0	3	32	0	0	0	0	32	10	0	0	0	0	10
1730-1830	8	0	0	0	0	8	3	0	0	0	0	3	28	0	0	0	0	28	12	0	0	1	0	13
1745-1845	5	0	0	0	0	5	2	0	0	0	0	2	25	0	0	0	1	26	13	0	0	2	0	15
1800-1900	7	0	0	0	0	7	3	0	0	0	0	3	17	0	0	1	4	22	8	0	0	2	0	10

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	BOURNE ROAD SOUTH LEFT TURN IN FROM WESTERN PARK EAST						WESTON PARK FROM WEST STRAIGHT AHEAD TO WESTON PARK EAST						WESTON PARK FROM EAST STRAIGHT AHEAD TO WESTON PARK WEST						AUBREY ROAD NORTH OUT LEFT TO WESTON PARK EAST						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	2				1	3	3					3	0				1	1	0					0	
0715-0730	6		1		2	9	2					2	3					3	1				1		
0730-0745	4		2			6	9			1	1	11	5					5	2			1	3		
0745-0800	7		1	1	1	10	2				1	3	6	1			1	8	2				2		
0800-0815	5		2			7	11	1				12	4				2	6	1				1		
0815-0830	9		2		1	12	8					8	4				1	5	0			1	1		
0830-0845	8		2		1	11	8					8	6				2	8	0				0		
0845-0900	9		2			11	8					8	5		1			6	0				0		
0900-0915	5		1		2	8	9				1	10	9		1		5	15	2				2		
0915-0930	5		1			6	8			1	2	11	2				1	3	1				1		
0930-0945	6		2		1	9	4			1		5	5					5	2				2		
0945-1000	5	1	1			7	5	3				8	4					4	2				2		
0700-1000	71	1	17	1	9	99	77	4	0	3	5	89	53	1	2	0	13	69	13	0	0	0	2	15	
0700-0800	19	0	4	1	4	28	16	0	0	1	2	19	14	1	0	0	2	17	5	0	0	0	1	6	
0715-0815	22	0	6	1	3	32	24	1	0	1	2	28	18	1	0	0	3	22	6	0	0	0	1	7	
0730-0830	25	0	7	1	2	35	30	1	0	1	2	34	19	1	0	0	4	24	5	0	0	0	2	7	
0745-0845	29	0	7	1	3	40	29	1	0	0	1	31	20	1	0	0	6	27	3	0	0	0	1	4	
0800-0900	31	0	8	0	2	41	35	1	0	0	0	36	19	0	1	0	5	25	1	0	0	0	1	2	
0815-0915	31	0	7	0	4	42	33	0	0	0	1	34	24	0	2	0	8	34	2	0	0	0	1	3	
0830-0930	27	0	6	0	3	36	33	0	0	1	3	37	22	0	2	0	8	32	3	0	0	0	0	3	
0845-0945	25	0	6	0	3	34	29	0	0	2	3	34	21	0	2	0	6	29	5	0	0	0	0	5	
0900-1000	21	1	5	0	3	30	26	3	0	2	3	34	20	0	1	0	6	27	7	0	0	0	0	7	

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	BOURNE ROAD SOUTH LEFT TURN IN FROM WESTERN PARK EAST						WESTON PARK FROM WEST STRAIGHT AHEAD TO WESTON PARK EAST						WESTON PARK FROM EAST STRAIGHT AHEAD TO WESTON PARK WEST						AUBREY ROAD NORTH OUT LEFT TO WESTON PARK EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	6		2			8	8				2	10	4				1	5	3					3
1615-1630	5		2			7	13				1	14	8					8	3					3
1630-1645	6		1			7	8					8	6				1	7	2					2
1645-1700	4					4	14					14	8				1	9	2					2
1700-1715	2		3			5	8					8	5					5	0					0
1715-1730	3		1			4	14			1		15	8			1	1	10	0					0
1730-1745	5		2			7	5			1		6	13			1		14	1					1
1745-1800	4		1			5	14				1	15	11				1	12	3		2			5
1800-1815	8		1			9	15					15	9				1	10	1					1
1815-1830	3		2			5	11				1	12	7				1	8	4					4
1830-1845	5		1			6	5				2	7	3					3	1					1
1845-1900	4		1			5	4				1	5	5				1	6	2					2
1600-1900	55	0	17	0	0	72	119	0	0	2	8	129	87	0	0	2	8	97	22	0	0	2	0	24
1600-1700	21	0	5	0	0	26	43	0	0	0	3	46	26	0	0	0	3	29	10	0	0	0	0	10
1615-1715	17	0	6	0	0	23	43	0	0	0	1	44	27	0	0	0	2	29	7	0	0	0	0	7
1630-1730	15	0	5	0	0	20	44	0	0	1	0	45	27	0	0	1	3	31	4	0	0	0	0	4
1645-1745	14	0	6	0	0	20	41	0	0	2	0	43	34	0	0	2	2	38	3	0	0	0	0	3
1700-1800	14	0	7	0	0	21	41	0	0	2	1	44	37	0	0	2	2	41	4	0	0	2	0	6
1715-1815	20	0	5	0	0	25	48	0	0	2	1	51	41	0	0	2	3	46	5	0	0	2	0	7
1730-1830	20	0	6	0	0	26	45	0	0	1	2	48	40	0	0	1	3	44	9	0	0	2	0	11
1745-1845	20	0	5	0	0	25	45	0	0	0	4	49	30	0	0	0	3	33	9	0	0	2	0	11
1800-1900	20	0	5	0	0	25	35	0	0	0	4	39	24	0	0	0	3	27	8	0	0	0	0	8

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	AUBREY ROAD NORTH OUT AHEAD TO BOURNE ROAD SOUTH						AUBREY ROAD NORTH OUT RIGHT TO WESTON PARK WEST						AUBREY ROAD NORTH RIGHT TURN IN FROM WESTON PARK EAST						AUBREY ROAD NORTH LEFT TURN IN FROM WESTON PARK WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					0	0					0	0					0	0					0
0715-0730	0					0	0					0	1					1	0					0
0730-0745	2					2	0					0	2					2	0					0
0745-0800	1					1	0					0	1					1	0					0
0800-0815	0					0	0					0	0					0	0					0
0815-0830	0					0	0					0	1					1	0					0
0830-0845	0					0	0					0	1					1	0					0
0845-0900	2					2	0					0	1					1	0					0
0900-0915	1					1	0					0	0					0	0					0
0915-0930	0					0	0					0	4				1	5	0					0
0930-0945	0					0	0					0	2					2	0					0
0945-1000	0					0	0					0	2					2	1					1
0700-1000	6	0	0	0	0	6	0	0	0	0	0	0	15	0	0	0	1	16	1	0	0	0	0	1
0700-0800	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
0715-0815	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
0730-0830	3	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0
0745-0845	1	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
0800-0900	2	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
0815-0915	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
0830-0930	3	0	0	0	0	3	0	0	0	0	0	0	6	0	0	0	1	7	0	0	0	0	0	0
0845-0945	3	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	1	8	0	0	0	0	0	0
0900-1000	1	0	0	0	0	1	0	0	0	0	0	0	8	0	0	0	1	9	1	0	0	0	0	1

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

AUBREY RD / WESTERN PARK / BOURNE ROAD CROSSROADS JUNCTION

	AUBREY ROAD NORTH OUT AHEAD TO BOURNE ROAD SOUTH						AUBREY ROAD NORTH OUT RIGHT TO WESTON PARK WEST						AUBREY ROAD NORTH RIGHT TURN IN FROM WESTON PARK EAST						AUBREY ROAD NORTH LEFT TURN IN FROM WESTON PARK WEST						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	0					0	0					0	1					1	3					0	
1615-1630	0					0	0					0	0					0	1					0	
1630-1645	1					1	0					0	1					1	2					2	
1645-1700	1					1	0					0	1					1	1					1	
1700-1715	0					0	1					1	1					1	2					2	
1715-1730	0					0	1					1	0					0	1					1	
1730-1745	2					2	2					2	0					0	3					3	
1745-1800	0					0	0					0	2					2	4					4	
1800-1815	0					0	0					0	1					1	2					2	
1815-1830	0					0	2					2	0					1	1	2					2
1830-1845	2					2	2					2	3					3	0					0	
1845-1900	1					1	0					0	4					4	2					2	
1600-1900	7	0	0	0	0	7	8	0	0	0	0	8	14	0	0	0	2	16	22	0	0	0	0	22	
1600-1700	2	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	6	0	0	0	0	6	
1615-1715	2	0	0	0	0	2	1	0	0	0	0	1	3	0	0	0	1	4	5	0	0	0	0	5	
1630-1730	2	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	1	3	6	0	0	0	0	6	
1645-1745	3	0	0	0	0	3	4	0	0	0	0	4	2	0	0	0	1	3	7	0	0	0	0	7	
1700-1800	2	0	0	0	0	2	4	0	0	0	0	4	3	0	0	0	1	4	10	0	0	0	0	10	
1715-1815	2	0	0	0	0	2	3	0	0	0	0	3	3	0	0	0	0	3	10	0	0	0	0	10	
1730-1830	2	0	0	0	0	2	4	0	0	0	0	4	3	0	0	0	1	4	11	0	0	0	0	11	
1745-1845	2	0	0	0	0	2	4	0	0	0	0	4	6	0	0	0	1	7	8	0	0	0	0	8	
1800-1900	3	0	0	0	0	3	4	0	0	0	0	4	8	0	0	0	1	9	6	0	0	0	0	6	

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / BOURNE ROAD PRIORITY JUNCTION

	HARINGEY PARK OUT LEFT TO BOURNE ROAD NORTH							HARINGEY PARK OUT RIGHT TO BOURNE ROAD SOUTH							HARINGEY PARK RIGHT TURN IN FROM BOURNE ROAD NORTH							HARINGEY PARK LEFT TURN IN FROM BOURNE ROAD SOUTH								
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT			
0700-0715	1					1		1					1		2					2		3					3			
0715-0730	0					0		0					0		6					1	1		9		2			2		
0730-0745	1					1		0					0		8						2			10		6			9	
0745-0800	2					2		1					1		10						1	1	2	14		6			6	
0800-0815	4					4		2					4		7						2			9		8			8	
0815-0830	5					5		0					0		11						2		1	14		6			6	
0830-0845	2					2		1					1		10						2			12		6			6	
0845-0900	6					6		1					1		13						1			14		4			7	
0900-0915	6					8	1		4					5		7						2		2	11		7			8
0915-0930	5					6	1		3					4		8						1			9		7			7
0930-0945	4					4		1					1		9						2			11		7			7	
0945-1000	3					3		3					3		6					1	1			8		4			4	
0700-1000	39	0	1	0	2	42		17	0	0	0	4	21		97	2	17	1	6	123		66	1	0	2	4	73			
0700-0800	4	0	0	0	0	4		2	0	0	0	0	2		26	1	4	1	3	35		17	1	0	1	1	20			
0715-0815	7	0	0	0	0	7		3	0	0	0	2	5		31	1	6	1	3	42		22	1	0	1	1	25			
0730-0830	12	0	0	0	0	12		3	0	0	0	2	5		36	0	7	1	3	47		26	1	0	1	1	29			
0745-0845	13	0	0	0	0	13		4	0	0	0	2	6		38	0	7	1	3	49		26	0	0	0	0	26			
0800-0900	17	0	0	0	0	17		4	0	0	0	2	6		41	0	7	0	1	49		24	0	0	1	2	27			
0815-0915	19	0	1	0	1	21		6	0	0	0	1	7		41	0	7	0	3	51		23	0	0	1	3	27			
0830-0930	19	0	1	0	2	22		9	0	0	0	2	11		38	0	6	0	2	46		24	0	0	1	3	28			
0845-0945	21	0	1	0	2	24		9	0	0	0	2	11		37	0	6	0	2	45		25	0	0	1	3	29			
0900-1000	18	0	1	0	2	21		11	0	0	0	2	13		30	1	6	0	2	39		25	0	0	0	1	26			

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / BOURNE ROAD PRIORITY JUNCTION

	HARINGEY PARK OUT LEFT TO BOURNE ROAD NORTH						HARINGEY PARK OUT RIGHT TO BOURNE ROAD SOUTH						HARINGEY PARK RIGHT TURN IN FROM BOURNE ROAD NORTH						HARINGEY PARK LEFT TURN IN FROM BOURNE ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	4					4	7					7	4		2			6	2					2
1615-1630	6					6	3					3	4		2			6	5					5
1630-1645	8			1		9	7					7	10		1			11	6					6
1645-1700	8					8	7					7	8					8	5					5
1700-1715	13			1		14	5					5	6		3			9	2		1			3
1715-1730	10					10	3					3	5		1			6	7					7
1730-1745	11					11	2					2	4		2			6	7					7
1745-1800	11					11	3					3	7		1			8	1		1			2
1800-1815	5					5	4					4	6		1			7	5			1		6
1815-1830	9					9	4					4	8		2			10	5					5
1830-1845	5				1	6	3					3	8		1	1		10	2			3		5
1845-1900	2			1	1	4	2				1	3	3		1	1		5	5					5
1600-1900	92	0	0	3	2	97	50	0	0	0	1	51	73	0	17	2	0	92	52	0	0	2	4	58
1600-1700	26	0	0	1	0	27	24	0	0	0	0	24	26	0	5	0	0	31	18	0	0	0	0	18
1615-1715	35	0	0	2	0	37	22	0	0	0	0	22	28	0	6	0	0	34	18	0	0	1	0	19
1630-1730	39	0	0	2	0	41	22	0	0	0	0	22	29	0	5	0	0	34	20	0	0	1	0	21
1645-1745	42	0	0	1	0	43	17	0	0	0	0	17	23	0	6	0	0	29	21	0	0	1	0	22
1700-1800	45	0	0	1	0	46	13	0	0	0	0	13	22	0	7	0	0	29	17	0	0	2	0	19
1715-1815	37	0	0	0	0	37	12	0	0	0	0	12	22	0	5	0	0	27	20	0	0	1	1	22
1730-1830	36	0	0	0	0	36	13	0	0	0	0	13	25	0	6	0	0	31	18	0	0	1	1	20
1745-1845	30	0	0	0	1	31	14	0	0	0	0	14	29	0	5	1	0	35	13	0	0	1	4	18
1800-1900	21	0	0	1	2	24	13	0	0	0	1	14	25	0	5	2	0	32	17	0	0	0	4	21

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / BOURNE ROAD PRIORITY JUNCTION

	BOURNE ROAD FROM NORTH STRAIGHT AHEAD TO BOURNE ROAD SOUTH						BOURNE ROAD FROM SOUTH STRAIGHT AHEAD TO BOURNE ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					0	0					0
0715-0730	0					0	1					1
0730-0745	0					0	0					0
0745-0800	2					2	3					3
0800-0815	0					0	2					2
0815-0830	0					0	1					1
0830-0845	1				2	3	2					2
0845-0900	0					0	1					1
0900-0915	0					0	1					1
0915-0930	2				1	3	3					3
0930-0945	0				1	1	1					1
0945-1000	0					0	2					2
0700-1000	5	0	0	0	4	9	17	0	0	0	0	17
0700-0800	2	0	0	0	0	2	4	0	0	0	0	4
0715-0815	2	0	0	0	0	2	6	0	0	0	0	6
0730-0830	2	0	0	0	0	2	6	0	0	0	0	6
0745-0845	3	0	0	0	2	5	8	0	0	0	0	8
0800-0900	1	0	0	0	2	3	6	0	0	0	0	6
0815-0915	1	0	0	0	2	3	5	0	0	0	0	5
0830-0930	3	0	0	0	3	6	7	0	0	0	0	7
0845-0945	2	0	0	0	2	4	6	0	0	0	0	6
0900-1000	2	0	0	0	2	4	7	0	0	0	0	7

NO QUEUES AT JUNCTION

HARINGEY PARK / HATHERLEY GARDENS PRIORITY JUNCTION

	HATHERLEY GARDENS OUT LEFT TO HARINGEY PARK EAST						HATHERLEY GARDENS OUT RIGHT TO HARINGEY PARK WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
	1					1	1					1
	0					0	1					1
	0					0	5					5
	0					0	0					0
	0					0	2					2
	0					0	0					0
	0					0	0			2		2
	2					2	0					0
	2					2	1					1
	0					0	3					3
	2				1	3	2					2
	2					2	2					2
	9	0	0	0	1	10	17	0	0	0	2	19
	1	0	0	0	0	1	7	0	0	0	0	7
	0	0	0	0	0	0	8	0	0	0	0	8
	0	0	0	0	0	0	7	0	0	0	0	7
	0	0	0	0	0	0	2	0	0	0	2	4
	2	0	0	0	0	2	2	0	0	0	2	4
	4	0	0	0	0	4	1	0	0	0	2	3
	4	0	0	0	0	4	4	0	0	0	2	6
	6	0	0	0	1	7	6	0	0	0	0	6
	6	0	0	0	1	7	8	0	0	0	0	8

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / BOURNE ROAD PRIORITY JUNCTION

	BOURNE ROAD FROM NORTH STRAIGHT AHEAD TO BOURNE ROAD SOUTH						BOURNE ROAD FROM SOUTH STRAIGHT AHEAD TO BOURNE ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3					3	2					2
1615-1630	1				1	2	0					0
1630-1645	5					5	1					1
1645-1700	0					0	1					1
1700-1715	2					2	1					1
1715-1730	3					3	3					3
1730-1745	4					4	2					2
1745-1800	1					1	0				1	1
1800-1815	4					4	1					1
1815-1830	0			1		1	0					0
1830-1845	3					3	1					1
1845-1900	2					2	1					1
1600-1900	28	0	0	1	1	30	13	0	0	0	1	14
1600-1700	9	0	0	0	1	10	4	0	0	0	0	4
1615-1715	8	0	0	0	1	9	3	0	0	0	0	3
1630-1730	10	0	0	0	0	10	6	0	0	0	0	6
1645-1745	9	0	0	0	0	9	7	0	0	0	0	7
1700-1800	10	0	0	0	0	10	6	0	0	0	1	7
1715-1815	12	0	0	0	0	12	6	0	0	0	1	7
1730-1830	9	0	0	1	0	10	3	0	0	0	1	4
1745-1845	8	0	0	1	0	9	2	0	0	0	1	3
1800-1900	9	0	0	1	0	10	3	0	0	0	0	3

NO QUEUES AT JUNCTION

HARINGEY PARK / HATHERLEY GARDENS PRIORITY JUNCTION

HATHERLEY GARDENS OUT LEFT TO HARINGEY PARK EAST					
CAR	HGV	BUS	MCY	PCY	TOT
4					4
5					5
4			1		5
3					3
5					5
1					1
2					2
2					2
4					4
4				1	5
3					3
1				1	2
38	0	0	1	2	41
16	0	0	1	0	17
17	0	0	1	0	18
13	0	0	1	0	14
11	0	0	0	0	11
10	0	0	0	0	10
9	0	0	0	0	9
12	0	0	0	1	13
13	0	0	0	1	14
12	0	0	0	2	14

HATHERLEY GARDENS OUT RIGHT TO HARINGEY PARK WEST					
CAR	HGV	BUS	MCY	PCY	TOT
8					8
5					5
1			1		2
1					1
6					6
2					2
3					3
6					6
3					3
6					6
3				1	4
2					2
46	0	0	1	1	48
15	0	0	1	0	16
13	0	0	1	0	14
10	0	0	1	0	11
12	0	0	0	0	12
17	0	0	0	0	17
14	0	0	0	0	14
18	0	0	0	0	18
18	0	0	0	1	19
14	0	0	0	1	15

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / HATHERLEY GARDENS PRIORITY JUNCTION

	HATHERLEY GARDENS RIGHT TURN IN FROM HARINGEY PARK EAST						HATHERLEY GARDENS LEFT TURN IN FROM HARINGEY PARK WEST						HARINGEY PARK FROM EAST STRAIGHT AHEAD TO HARINGEY PARK WEST (A1201)						HARINGEY PARK FROM WEST (A1201) STRAIGHT AHEAD TO HARINGEY PARK EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1	0					0	6		1		1	8	1					1
0715-0730	1					1	0					0	12	1	1	1		15	3	1				4
0730-0745	0					0	2					2	16	1	3		2	22	2					2
0745-0800	0					0	0					0	20		2	1	1	24	1					1
0800-0815	1					1	2					2	16		2			18	4					4
0815-0830	0					0	0					0	17		3		3	23	13					13
0830-0845	1					1	1					1	12		1			13	9					9
0845-0900	0					0	0					0	19		1		2	22	10					10
0900-0915	1				1	2	4					4	15		2			17	19	1				20
0915-0930	0					0	2					2	9		1			10	7				1	8
0930-0945	1					1	2				1	3	14		2		1	17	7					7
0945-1000	1					1	3					3	10	1	1			12	4			1		5
0700-1000	7	0	0	0	1	8	16	0	0	0	1	17	166	3	20	2	10	201	80	2	0	1	1	84
0700-0800	2	0	0	0	0	2	2	0	0	0	0	2	54	2	7	2	4	69	7	1	0	0	0	8
0715-0815	2	0	0	0	0	2	4	0	0	0	0	4	64	2	8	2	3	79	10	1	0	0	0	11
0730-0830	1	0	0	0	0	1	4	0	0	0	0	4	69	1	10	1	6	87	20	0	0	0	0	20
0745-0845	2	0	0	0	0	2	3	0	0	0	0	3	65	0	8	1	4	78	27	0	0	0	0	27
0800-0900	2	0	0	0	0	2	3	0	0	0	0	3	64	0	7	0	5	76	36	0	0	0	0	36
0815-0915	2	0	0	0	1	3	5	0	0	0	0	5	63	0	7	0	5	75	51	1	0	0	0	52
0830-0930	2	0	0	0	1	3	7	0	0	0	0	7	55	0	5	0	2	62	45	1	0	0	1	47
0845-0945	2	0	0	0	1	3	8	0	0	0	1	9	57	0	6	0	3	66	43	1	0	0	1	45
0900-1000	3	0	0	0	1	4	11	0	0	0	1	12	48	1	6	0	1	56	37	1	0	1	1	40

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / HATHERLEY GARDENS PRIORITY JUNCTION

	HATHERLEY GARDENS RIGHT TURN IN FROM HARINGEY PARK EAST						HATHERLEY GARDENS LEFT TURN IN FROM HARINGEY PARK WEST						HARINGEY PARK FROM EAST STRAIGHT AHEAD TO HARINGEY PARK WEST (A1201)						HARINGEY PARK FROM WEST (A1201) STRAIGHT AHEAD TO HARINGEY PARK EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					1	9				1	10	10		2			12	15					15
1615-1630	5					5	7					7	10		2			12	5					5
1630-1645	4					4	2			2		4	12		1			13	8					8
1645-1700	1					1	5					5	13				1	14	10					10
1700-1715	3					3	7					7	7		2		1	10	11					11
1715-1730	0					0	3					3	20		2		1	23	14					14
1730-1745	2					2	5					5	12		2			14	9					9
1745-1800	3					3	4				1	5	15		1	1		17	16					16
1800-1815	1					1	5					5	11		1	1		13	6			1		7
1815-1830	5					5	7					7	19		2	1		22	11			1		12
1830-1845	1					1	2					2	9		1			10	7				1	8
1845-1900	2					2	4					4	9		1	1	2	13	5					5
1600-1900	28	0	0	0	0	28	60	0	0	2	2	64	147	0	17	4	5	173	117	0	0	2	1	120
1600-1700	11	0	0	0	0	11	23	0	0	2	1	26	45	0	5	0	1	51	38	0	0	0	0	38
1615-1715	13	0	0	0	0	13	21	0	0	2	0	23	42	0	5	0	2	49	34	0	0	0	0	34
1630-1730	8	0	0	0	0	8	17	0	0	2	0	19	52	0	5	0	3	60	43	0	0	0	0	43
1645-1745	6	0	0	0	0	6	20	0	0	0	0	20	52	0	6	0	3	61	44	0	0	0	0	44
1700-1800	8	0	0	0	0	8	19	0	0	0	1	20	54	0	7	1	2	64	50	0	0	0	0	50
1715-1815	6	0	0	0	0	6	17	0	0	0	1	18	58	0	6	2	1	67	45	0	0	1	0	46
1730-1830	11	0	0	0	0	11	21	0	0	0	1	22	57	0	6	3	0	66	42	0	0	2	0	44
1745-1845	10	0	0	0	0	10	18	0	0	0	1	19	54	0	5	3	0	62	40	0	0	2	1	43
1800-1900	9	0	0	0	0	9	18	0	0	0	0	18	48	0	5	3	2	58	29	0	0	2	1	32

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / CROUCH HILL A1201 PRIORITY JUNCTION

	HARINGEY PARK OUT LEFT TO A1201 CROUCH HILL SOUTH						HARINGEY PARK OUT RIGHT TO A1201 CROUCH HILL NORTH						HARINGEY PARK RIGHT TURN IN FROM A1201 CROUCH HILL SOUTH						HARINGEY PARK LEFT TURN IN FROM A1201 CROUCH HILL NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1				1	2	6		1			7	0					0	1				1	
0715-0730	8			1		9	5	1	1			7	1					1	2	1			3	
0730-0745	10				1	11	11	1	3		1	16	1					1	3				3	
0745-0800	13		2	1	1	17	7					7	0					0	1				1	
0800-0815	8					8	10		2			12	1					1	5				5	
0815-0830	7				3	10	10		3			13	11					11	2				2	
0830-0845	5					5	7		1			8	7					7	3				3	
0845-0900	15		1		1	17	4				1	5	5					5	5				5	
0900-0915	6		2			8	10					10	11					11	12	1			13	
0915-0930	4		1			5	8					8	6				1	7	3				3	
0930-0945	4		2		1	7	12					12	4					4	5				5	
0945-1000	6	1	1			8	6					6	2					2	5		1		6	
0700-1000	87	1	9	2	8	107	96	2	11	0	2	111	49	0	0	0	1	50	47	2	0	1	0	50
0700-0800	32	0	2	2	3	39	29	2	5	0	1	37	2	0	0	0	0	2	7	1	0	0	0	8
0715-0815	39	0	2	2	2	45	33	2	6	0	1	42	3	0	0	0	0	3	11	1	0	0	0	12
0730-0830	38	0	2	1	5	46	38	1	8	0	1	48	13	0	0	0	0	13	11	0	0	0	0	11
0745-0845	33	0	2	1	4	40	34	0	6	0	0	40	19	0	0	0	0	19	11	0	0	0	0	11
0800-0900	35	0	1	0	4	40	31	0	6	0	1	38	24	0	0	0	0	24	15	0	0	0	0	15
0815-0915	33	0	3	0	4	40	31	0	4	0	1	36	34	0	0	0	0	34	22	1	0	0	0	23
0830-0930	30	0	4	0	1	35	29	0	1	0	1	31	29	0	0	0	1	30	23	1	0	0	0	24
0845-0945	29	0	6	0	2	37	34	0	0	0	1	35	26	0	0	0	1	27	25	1	0	0	0	26
0900-1000	20	1	6	0	1	28	36	0	0	0	0	36	23	0	0	0	1	24	25	1	0	1	0	27

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / CROUCH HILL A1201 PRIORITY JUNCTION

	HARINGEY PARK OUT LEFT TO A1201 CROUCH HILL SOUTH							HARINGEY PARK OUT RIGHT TO A1201 CROUCH HILL NORTH							HARINGEY PARK RIGHT TURN IN FROM A1201 CROUCH HILL SOUTH							HARINGEY PARK LEFT TURN IN FROM A1201 CROUCH HILL NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	9		2			11		9					9		16				1	17		8					8
1615-1630	7		2			9		8					8		3					3		9					9
1630-1645	6		1	1		8		7					7		5			1		6		5					5
1645-1700	8				1	9		6					6		7					7		8					8
1700-1715	5		2		1	8		8					8		10					10		8					8
1715-1730	9		2			11		13				1	14		9					9		8					8
1730-1745	5		2			7		10					10		6					6		8					8
1745-1800	13		1			14		8			1		9		12					12		8					8
1800-1815	6		1	1		8		8					8		9			1		10		2					2
1815-1830	6		2			8		19			1		20		8			1		9		10					10
1830-1845	4		1			5		8					8		6				1	7		3					3
1845-1900	6		1	1	2	10		5					5		5					5		4					4
1600-1900	84	0	17	3	4	108		109	0	0	2	1	112		96	0	0	3	2	101		81	0	0	0	0	81
1600-1700	30	0	5	1	1	37		30	0	0	0	0	30		31	0	0	1	1	33		30	0	0	0	0	30
1615-1715	26	0	5	1	2	34		29	0	0	0	0	29		25	0	0	1	0	26		30	0	0	0	0	30
1630-1730	28	0	5	1	2	36		34	0	0	0	1	35		31	0	0	1	0	32		29	0	0	0	0	29
1645-1745	27	0	6	0	2	35		37	0	0	0	1	38		32	0	0	0	0	32		32	0	0	0	0	32
1700-1800	32	0	7	0	1	40		39	0	0	1	1	41		37	0	0	0	0	37		32	0	0	0	0	32
1715-1815	33	0	6	1	0	40		39	0	0	1	1	41		36	0	0	1	0	37		26	0	0	0	0	26
1730-1830	30	0	6	1	0	37		45	0	0	2	0	47		35	0	0	2	0	37		28	0	0	0	0	28
1745-1845	29	0	5	1	0	35		43	0	0	2	0	45		35	0	0	2	1	38		23	0	0	0	0	23
1800-1900	22	0	5	2	2	31		40	0	0	1	0	41		28	0	0	2	1	31		19	0	0	0	0	19

NO QUEUES AT JUNCTION

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / CROUCH HILL A1201 PRIORITY JUNCTION

A1201 CROUCH HILL FROM SOUTH STRAIGHT AHEAD TO A1201 CROUCH HILL NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	41	2	1		3	47
0715-0730	31	1	2			34
0730-0745	53	6		1	2	62
0745-0800	62	1	6	2	2	73
0800-0815	59	1	1	1	1	63
0815-0830	66	3	6	1		76
0830-0845	51	1	3		1	56
0845-0900	64	2	6		3	75
0900-0915	71	2	6			79
0915-0930	53	4	5		2	64
0930-0945	51		6	3	2	62
0945-1000	53	3	3	1		60
0700-1000	655	26	45	9	16	751
A1201 CROUCH HILL FROM NORTH STRAIGHT AHEAD TO A1201 CROUCH HILL SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
	39	2	3	3	3	50
	37	3	5	1	2	48
	31	2	2	3	6	44
	43	2	5	3	6	59
	53	3	6	3	4	69
	65	1	6	1	4	77
	36	2	3	1	2	44
	61	4	5	4	4	78
	32	2	5	2	6	47
	34	1	3	1	2	41
	41		4		2	47
	42		2	1	1	46
	514	22	49	23	42	650
A1201 CROUCH HILL STRAIGHT AHEAD TO COLERIDGE ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
	10					10
	16	2				18
	17	2		1	3	23
	22			1		23
	29				1	30
	31	2		1		34
	18					18
	21					21
	21					21
	19	1				20
	20			1		21
	19	1				20
	243	8	0	4	4	259
A1201 CROUCH HILL RIGHT TO THE BROADWAY NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
	37	2	2		3	44
	20		3			23
	47	5	3			55
	47	1	6	1	2	57
	40	1	3	1		45
	45	1	9			55
	40	1	4		1	46
	47	2	6		4	59
	60	2	6			68
	42	3	5		2	52
	43		6	2	2	53
	40	2	3	1		46
	508	20	56	5	14	603
A1201 CROUCH HILL FROM SOUTH STRAIGHT AHEAD TO A1201 CROUCH HILL NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
0700-0800	187	10	9	3	7	216
0715-0815	205	9	9	4	5	232
0730-0830	240	11	13	5	5	274
0745-0845	238	6	16	4	4	268
0800-0900	240	7	16	2	5	270
0815-0915	252	8	21	1	4	286
0830-0930	239	9	20	0	6	274
0845-0945	239	8	23	3	7	280
0900-1000	228	9	20	4	4	265

NO QUEUES AT JUNCTION

A103 CROUCH END HILL/ CROUCH HILL A1201 / THE BROADWAY

A1201 CROUCH HILL STRAIGHT AHEAD TO COLERIDGE ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
	10					10
	16	2				18
	17	2		1	3	23
	22			1		23
	29				1	30
	31	2		1		34
	18					18
	21					21
	21					21
	19	1				20
	20			1		21
	19	1				20
	243	8	0	4	4	259
A1201 CROUCH HILL RIGHT TO THE BROADWAY NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
	151	8	14	1	5	179
	154	7	15	2	2	180
	179	8	21	2	2	212
	172	4	22	2	3	203
	172	5	22	1	5	205
	192	6	25	0	5	228
	189	8	21	0	7	225
	192	7	23	2	8	232
	185	7	20	3	4	219

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

HARINGEY PARK / CROUCH HILL A1201 PRIORITY JUNCTION

A1201 CROUCH HILL FROM SOUTH STRAIGHT AHEAD TO A1201 CROUCH HILL NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	51	2	5	1	2	61
1615-1630	72	1	3		1	77
1630-1645	66	2	6	3	1	78
1645-1700	59		4	3	3	69
1700-1715	56		7			63
1715-1730	76	1		3	1	81
1730-1745	57		4		4	65
1745-1800	58	1	8		6	73
1800-1815	60	1	4	1	2	68
1815-1830	50		6		7	63
1830-1845	53	1	4	3	3	64
1845-1900	57	1	8	4	4	74
1600-1900	715	10	59	18	34	836
1600-1700	248	5	18	7	7	285
1615-1715	253	3	20	6	5	287
1630-1730	257	3	17	9	5	291
1645-1745	248	1	15	6	8	278
1700-1800	247	2	19	3	11	282
1715-1815	251	3	16	4	13	287
1730-1830	225	2	22	1	19	269
1745-1845	221	3	22	4	18	268
1800-1900	220	3	22	8	16	269

NO QUEUES AT JUNCTION

A103 CROUCH END HILL/ CROUCH HILL A1201 / THE BROADWAY

A1201 CROUCH HILL STRAIGHT AHEAD TO COLERIDGE ROAD						
CAR	HGV	BUS	MCY	PCY	TOT	
16	1		1	1	19	
19	1				20	
24	1				25	
17			1		18	
24					24	
26					26	
20					20	
14					14	
19			1		20	
14				1	15	
13					13	
17			2	1	20	
223	3	0	5	3	234	
76	3	0	2	1	82	
84	2	0	1	0	87	
91	1	0	1	0	93	
87	0	0	1	0	88	
84	0	0	0	0	84	
79	0	0	1	0	80	
67	0	0	1	1	69	
60	0	0	1	1	62	
63	0	0	3	2	68	

A1201 CROUCH HILL RIGHT TO THE BROADWAY NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
44	1	5		1	51	
61		3		1	65	
49	1	6	3	1	60	
48		4	2	3	57	
40		7			47	
63	1		3	2	69	
47		4		4	55	
52	1	8	1	6	68	
49	1	4		2	56	
55		6	1	6	68	
48	1	4	3	3	59	
45	1	8	2	3	59	
601	7	59	15	32	714	
202	2	18	5	6	233	
198	1	20	5	5	229	
200	2	17	8	6	233	
198	1	15	5	9	228	
202	2	19	4	12	239	
211	3	16	4	14	248	
203	2	22	2	18	247	
204	3	22	5	17	251	
197	3	22	6	14	242	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 CROUCH END HILL/ CROUCH HILL A1201 / THE BROADWAY SIGNAL JUNCTION

	A103 CROUCH END HILL SOUTH LEFT TURN TO COLERIDGE ROAD						A103 CROUCH END HILL SOUTH STRAIGHT AHEAD TO THE BROADWAY NORTH						THE BROADWAY NORTH LEFT TURN TO A1201 CROUCH HILL						THE BROADWAY NORTH STRAIGHT AHEAD TO A103 CROUCH END HILL					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	3					3	45	2	5	2	1	55	40	2	3	3	3	51	170	10	6	3	10	199
0715-0730	7					7	80	4	5	4	1	94	39	4	5	1	2	51	178	7	5	5	17	212
0730-0745	2					2	84	4	7	2	5	102	34	2	2	3	6	47	172	9	6	16	16	219
0745-0800	4					4	83	3	5	1	6	98	44	2	5	3	6	60	144	9	9	7	12	181
0800-0815	3					3	97	4	6		3	110	58	3	6	3	4	74	116	2	3	10	32	163
0815-0830	6				1	7	98	4	4	3	2	111	67	1	6	1	4	79	118	5	6	10	32	171
0830-0845	2	1		1		4	74	5	3	3	3	88	39	2	3	1	2	47	121	5	9	9	26	170
0845-0900	10	1				11	105	10	5	4	1	125	66	4	5	4	4	83	107	4	2	4	22	139
0900-0915	15					15	106	3	3	3	4	119	44	3	5	2	6	60	107	7	3	6	31	154
0915-0930	7			1	1	9	100	3	6	2	3	114	37	1	3	1	2	44	118	6	5	5	11	145
0930-0945	6					6	101	5	5	2	2	115	46		4		2	52	101	4	5	7	14	131
0945-1000	6					6	103	1	7	2	2	115	47		2	2	1	52	102	5	5	7	7	126
0700-1000	71	2	0	2	2	77	1076	48	61	28	33	1246	561	24	49	24	42	700	1554	73	64	89	230	2010
0700-0800	16	0	0	0	0	16	292	13	22	9	13	349	157	10	15	10	17	209	664	35	26	31	55	811
0715-0815	16	0	0	0	0	16	344	15	23	7	15	404	175	11	18	10	18	232	610	27	23	38	77	775
0730-0830	15	0	0	0	1	16	362	15	22	6	16	421	203	8	19	10	20	260	550	25	24	43	92	734
0745-0845	15	1	0	1	1	18	352	16	18	7	14	407	208	8	20	8	16	260	499	21	27	36	102	685
0800-0900	21	2	0	1	1	25	374	23	18	10	9	434	230	10	20	9	14	283	462	16	20	33	112	643
0815-0915	33	2	0	1	1	37	383	22	15	13	10	443	216	10	19	8	16	269	453	21	20	29	111	634
0830-0930	34	2	0	2	1	39	385	21	17	12	11	446	186	10	16	8	14	234	453	22	19	24	90	608
0845-0945	38	1	0	1	1	41	412	21	19	11	10	473	193	8	17	7	14	239	433	21	15	22	78	569
0900-1000	34	0	0	1	1	36	410	12	21	9	11	463	174	4	14	5	11	208	428	22	18	25	63	556

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 CROUCH END HILL/ CROUCH HILL A1201 / THE BROADWAY SIGNAL JUNCTION

	A103 CROUCH END HILL SOUTH LEFT TURN TO COLERIDGE ROAD						A103 CROUCH END HILL SOUTH STRAIGHT AHEAD TO THE BROADWAY NORTH						THE BROADWAY NORTH LEFT TURN TO A1201 CROUCH HILL						THE BROADWAY NORTH STRAIGHT AHEAD TO A103 CROUCH END HILL					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	4					4	122	2	5	3	7	139	37		3		2	42	94	2	5	5	3	109
1615-1630	4				1	5	137	8	4	4	4	157	27	3		2		32	81	3	4	8	3	99
1630-1645	4			1		5	129	4	4	5	4	146	38	1	4	2	2	47	108	1	6	2		117
1645-1700	6					6	137	4	7	5	14	167	40	2	4	1	1	48	96		3	3	3	105
1700-1715	5			2		7	146	6	5	7	16	180	48		4	2		54	105	3	6	6	3	123
1715-1730	8				1	9	125	4	5	3	7	144	47		5		2	54	108		4	8	3	123
1730-1745	9	1				10	131	4	3	13	14	165	31		4	1		36	109		4	8	5	126
1745-1800	5			1	1	7	109	1	4	10	13	137	54		5	2		61	101	1	4	6	3	115
1800-1815	5				2	7	135	3	4	20	18	180	34		2	2	4	42	119	2	4	5	5	135
1815-1830	7			2		9	124	2	5	17	23	171	44		4		1	49	86	1	4	2	4	97
1830-1845	4	1		1		6	133	3	5	10	23	174	43		4			47	116		4	8	1	129
1845-1900	14			2		16	152		2	8	25	187	42		3	1		46	97	1	3	3		104
1600-1900	75	2	0	9	5	91	1580	41	53	105	168	1947	485	6	42	13	12	558	1220	14	51	64	33	1382
1600-1700	18	0	0	1	1	20	525	18	20	17	29	609	142	6	11	5	5	169	379	6	18	18	9	430
1615-1715	19	0	0	3	1	23	549	22	20	21	38	650	153	6	12	7	3	181	390	7	19	19	9	444
1630-1730	23	0	0	3	1	27	537	18	21	20	41	637	173	3	17	5	5	203	417	4	19	19	9	468
1645-1745	28	1	0	2	1	32	539	18	20	28	51	656	166	2	17	4	3	192	418	3	17	25	14	477
1700-1800	27	1	0	3	2	33	511	15	17	33	50	626	180	0	18	5	2	205	423	4	18	28	14	487
1715-1815	27	1	0	1	4	33	500	12	16	46	52	626	166	0	16	5	6	193	437	3	16	27	16	499
1730-1830	26	1	0	3	3	33	499	10	16	60	68	653	163	0	15	5	5	188	415	4	16	21	17	473
1745-1845	21	1	0	4	3	29	501	9	18	57	77	662	175	0	15	4	5	199	422	4	16	21	13	476
1800-1900	30	1	0	5	2	38	544	8	16	55	89	712	163	0	13	3	5	184	418	4	15	18	10	465

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 TOTTENHAM LANE / THE BROADWAY / A1201 PARK ROAD SIGNAL JUNCTION

	THE BROADWAY SOUTH LEFT TO A1201 PARK ROAD NORTH						THE BROADWAY SOUTH RIGHT TO A103 TOTTENHAM ROAD						CROUCH HALL ROAD OUT LEFT TO PARK ROAD NORTH						PARK ROAD A1201 NORTH LEFT TURN TO A103 TOTTENHAM LANE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	53	4	3	3	4	67	40	2	5			47	7				1	8	3		1			4
0715-0730	51	1	3	2		57	44	2	6	1		53	6	1				7	13		1			14
0730-0745	85	1	3	2	4	95	54	2	9		1	66	11	1				12	11	2	1		1	15
0745-0800	76	1	5	2	9	93	50	4	7		1	62	15	2			1	18	10	1	1			12
0800-0815	80	1	3		3	87	68	5	4			77	22	2			3	27	12	2	1	2		17
0815-0830	85	2	9	1	2	99	61	5	4	2	1	73	19	1			1	21	15		2			17
0830-0845	77	1	5		2	85	49	4	3	1	2	59	18	2			1	21	16			1		17
0845-0900	76	8	6	1	2	93	55	5	6	2	1	69	19					19	14	1	1			16
0900-0915	107	3	4	2	3	119	72		5	3	2	82	16	2				18	23		2			25
0915-0930	69	2	3		3	77	66	2	7	1	1	77	24	1				25	17		2			19
0930-0945	85	2	5	1	3	96	59	3	6	2		70	12	1			1	14	14	1				15
0945-1000	89	3	4	2	2	100	53	1	7	2	3	66	12					12	20	1	2	1		24
0700-1000	933	29	53	16	37	1068	671	35	69	14	12	801	181	13	0	0	8	202	168	8	14	4	1	195
0700-0800	265	7	14	9	17	312	188	10	27	1	2	228	39	4	0	0	2	45	37	3	4	0	1	45
0715-0815	292	4	14	6	16	332	216	13	26	1	2	258	54	6	0	0	4	64	46	5	4	2	1	58
0730-0830	326	5	20	5	18	374	233	16	24	2	3	278	67	6	0	0	5	78	48	5	5	2	1	61
0745-0845	318	5	22	3	16	364	228	18	18	3	4	271	74	7	0	0	6	87	53	3	4	3	0	63
0800-0900	318	12	23	2	9	364	233	19	17	5	4	278	78	5	0	0	5	88	57	3	4	3	0	67
0815-0915	345	14	24	4	9	396	237	14	18	8	6	283	72	5	0	0	2	79	68	1	5	1	0	75
0830-0930	329	14	18	3	10	374	242	11	21	7	6	287	77	5	0	0	1	83	70	1	5	1	0	77
0845-0945	337	15	18	4	11	385	252	10	24	8	4	298	71	4	0	0	1	76	68	2	5	0	0	75
0900-1000	350	10	16	5	11	392	250	6	25	8	6	295	64	4	0	0	1	69	74	2	6	1	0	83

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 TOTTENHAM LANE / THE BROADWAY / A1201 PARK ROAD SIGNAL JUNCTION

	THE BROADWAY SOUTH LEFT TO A1201 PARK ROAD NORTH						THE BROADWAY SOUTH RIGHT TO A103 TOTTENHAM ROAD						THE BROADWAY SOUTH LEFT TO A1201 PARK ROAD NORTH						PARK ROAD A1201 NORTH LEFT TURN TO A103 TOTTENHAM LANE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	92	2	3	3	2	102	80	1	8	2	7	98	22			1		23	28					28
1615-1630	101	4	4		1	110	81	2	4	1	3	91	25	1		1	1	28	24		1			25
1630-1645	92	2	5	9	2	110	78	1	5	1	1	86	25	1			1	27	19			2		21
1645-1700	93	2	3	3	6	107	87	2	7	4	9	109	37					37	33	1	2	1		37
1700-1715	92	2	7	4	6	111	90	3	3	2	5	103	53	1		1		55	14		1			15
1715-1730	103	2	5	4	6	120	93	3	6	2	2	106	32				1	33	21		1		1	23
1730-1745	96	2	5	10	18	131	90	2	3	5	3	103	25			1	1	27	28					28
1745-1800	89	1	8	14	12	124	83	3	4	7	8	105	52				1	53	28		2	1		31
1800-1815	101	1	7	11	10	130	81	3	5	12	7	108	27	1		1		29	18		1			19
1815-1830	103		6	35	16	160	69	2		4	9	84	32			2	1	35	29	1	1	1		32
1830-1845	104	1	2	8	14	129	86	2	4	6	10	108	22					22	36		3			39
1845-1900	109	1	10	5	23	148	89	1	3	3	9	105	30	1		1	1	33	32	1	1			34
1600-1900	1175	20	65	106	116	1482	1007	25	52	49	73	1206	382	5	0	8	7	402	310	3	13	5	1	332
1600-1700	378	10	15	15	11	429	326	6	24	8	20	384	109	2	0	2	2	115	104	1	3	3	0	111
1615-1715	378	10	19	16	15	438	336	8	19	8	18	389	140	3	0	2	2	147	90	1	4	3	0	98
1630-1730	380	8	20	20	20	448	348	9	21	9	17	404	147	2	0	1	2	152	87	1	4	3	1	96
1645-1745	384	8	20	21	36	469	360	10	19	13	19	421	147	1	0	2	2	152	96	1	4	1	1	103
1700-1800	380	7	25	32	42	486	356	11	16	16	18	417	162	1	0	2	3	168	91	0	4	1	1	97
1715-1815	389	6	25	39	46	505	347	11	18	26	20	422	136	1	0	2	3	142	95	0	4	1	1	101
1730-1830	389	4	26	70	56	545	323	10	12	28	27	400	136	1	0	4	3	144	103	1	4	2	0	110
1745-1845	397	3	23	68	52	543	319	10	13	29	34	405	133	1	0	3	2	139	111	1	7	2	0	121
1800-1900	417	3	25	59	63	567	325	8	12	25	35	405	111	2	0	4	2	119	115	2	6	1	0	124

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 TOTTENHAM LANE / THE BROADWAY / A1201 PARK ROAD SIGNAL JUNCTION

	PARK ROAD A1201 NORTH STRAIGHT AHEAD TO THE BROADWAY SOUTH						A103 TOTTENHAM LANE NORTH LEFT TURN TO WESTON PARK						A103 TOTTENHAM LANE NORTH STRAIGHT AHEAD TO THE BROADWAY SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	101	5	3	6	9	124	1					1	83	7	5	2	5	102
0715-0730	120	5	6	6	15	152	1	1				2	95	6	6	2	5	114
0730-0745	101	2	2	7	15	127	1					1	89	9	6	5	3	112
0745-0800	111	5	5	4	17	142	1					1	83	6	6	6	10	111
0800-0815	88	3	5	5	26	127	5					5	83	2	3	8	11	107
0815-0830	118	4	5	3	26	156	3					3	50	2	4	8	5	69
0830-0845	116	2	6	6	12	142	2			1		3	77	5	9	4	14	109
0845-0900	100	4	6	5	14	129	1					1	66	4	3	2	9	84
0900-0915	94	3	5	5	25	132	6	1				7	77	8	6	7	7	105
0915-0930	79	3	5		7	94	3					3	71	2	5	2	4	84
0930-0945	83	2	4	6	14	109	6					6	67	4	5		2	78
0945-1000	95	1	2	5	5	108	2			1		3	68	6	5	2	2	83
0700-1000	1206	39	54	58	185	1542	32	2	0	2	0	36	909	61	63	48	77	1158
0700-0800	433	17	16	23	56	545	4	1	0	0	0	5	350	28	23	15	23	439
0715-0815	420	15	18	22	73	548	8	1	0	0	0	9	350	23	21	21	29	444
0730-0830	418	14	17	19	84	552	10	0	0	0	0	10	305	19	19	27	29	399
0745-0845	433	14	21	18	81	567	11	0	0	1	0	12	293	15	22	26	40	396
0800-0900	422	13	22	19	78	554	11	0	0	1	0	12	276	13	19	22	39	369
0815-0915	428	13	22	19	77	559	12	1	0	1	0	14	270	19	22	21	35	367
0830-0930	389	12	22	16	58	497	12	1	0	1	0	14	291	19	23	15	34	382
0845-0945	356	12	20	16	60	464	16	1	0	0	0	17	281	18	19	11	22	351
0900-1000	351	9	16	16	51	443	17	1	0	1	0	19	283	20	21	11	15	350

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

A103 TOTTENHAM LANE / THE BROADWAY / A1201 PARK ROAD SIGNAL JUNCTION

	PARK ROAD A1201 NORTH STRAIGHT AHEAD TO THE BROADWAY SOUTH						A103 TOTTENHAM LANE NORTH LEFT TURN TO WESTON PARK						A103 TOTTENHAM LANE NORTH STRAIGHT AHEAD TO THE BROADWAY SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	69		4	2	3	78	1			1		2	56	1	4	3	2	66
1615-1630	59	1	1	7	3	71	2					2	76	2	6	2		86
1630-1645	78		5	1	4	88	5					5	68	2	5	2	1	78
1645-1700	84	2	4	3	2	95	1			1		2	65	1	4	3	1	74
1700-1715	74		3	5	3	85	3					3	78	4	5	5	2	94
1715-1730	85		4	2	5	96	1					1	50		3	4	1	58
1730-1745	82		5	5	2	94						0	66		5	5	1	77
1745-1800	79		4	5		88	4					4	49	1	3	2	1	56
1800-1815	88		3	2	8	101	4					4	87	3	6	5	5	106
1815-1830	71	1	6	3	2	83	5	1	4	1	1	12	50			3	2	55
1830-1845	96		4	1	2	103	4			1		5	75		6	7	2	90
1845-1900	87		4	2		93	2					2	63	1	3	1	1	69
1600-1900	952	4	47	38	34	1075	32	1	4	4	1	42	783	15	50	42	19	909
1600-1700	290	3	14	13	12	332	9	0	0	2	0	11	265	6	19	10	4	304
1615-1715	295	3	13	16	12	339	11	0	0	1	0	12	287	9	20	12	4	332
1630-1730	321	2	16	11	14	364	10	0	0	1	0	11	261	7	17	14	5	304
1645-1745	325	2	16	15	12	370	5	0	0	1	0	6	259	5	17	17	5	303
1700-1800	320	0	16	17	10	363	8	0	0	0	0	8	243	5	16	16	5	285
1715-1815	334	0	16	14	15	379	9	0	0	0	0	9	252	4	17	16	8	297
1730-1830	320	1	18	15	12	366	13	1	4	1	1	20	252	4	14	15	9	294
1745-1845	334	1	17	11	12	375	17	1	4	2	1	25	261	4	15	17	10	307
1800-1900	342	1	17	8	12	380	15	1	4	2	1	23	275	4	15	16	10	320



APPENDIX G

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

QUEUES RECORDED IN TOTAL NUMBER OF VEHICLES

	THE BROADWAY / ACROUCH HILL / CROUCH END HILL			
	THE BROADWAY NORTH		A1201 CROUCH HILL	CROUCH END HILL A103
	INSIDE LANE	OUTSIDE	INSIDE LANE	INSIDE LANE
0705	0	0	3	3
0710	1	4	3	0
0715	0	5	5	3
0720	0	5	6	1
0725	1	5	0	5
0730	1	3	3	6
0735	0	3	6	2
0740	1	3	5	2
0745	0	4	5	5
0750	0	2	3	5
0755	1	2	3	12
0800	0	4	3	5
0805	0	4	6	8
0810	0	5	4	6
0815	1	6	5	7
0820	1	4	8	7
0825	2	5	9	5
0830	3	10	7	2
0835	1	10	3	2
0840	0	4	7	4
0845	0	2	3	4
0850	1	6	2	6
0855	1	7	2	6
0900	0	1	1	7
0905	1	2	8	5
0910	0	4	7	6
0915	0	10	8	2
0920	0	6	2	2
0925	1	4	1	7
0930	1	7	0	2
0935	0	2	2	0
0940	1	3	4	1
0945	0	2	5	0
0950	0	4	2	3
0955	1	3	3	0
1000	1	2	2	2

	TOTTENHAM LANE / THE BROADWAY / PARK RD SIGNALS				
	A103 TOTTENHAM LANE	THE BROADWAY SOUTH		CROUCH HALL ROAD	PARK ROAD NORTH
	INSIDE LANE	INSIDE LANE	OUTSIDE	INSIDE LANE	INSIDE LANE
0705	8	0	3	0	4
0710	10	0	2	2	3
0715	6	0	3	0	2
0720	10	0	1	1	5
0725	8	3	4	0	1
0730	10	2	4	0	3
0735	4	1	3	2	13
0740	12	7	3	0	6
0745	6	2	3	0	8
0750	4	3	6	0	4
0755	6	0	1	1	6
0800	4	0	2	5	3
0805	2	1	1	1	3
0810	2	1	1	1	3
0815	2	3	4	0	7
0820	3	6	3	0	4
0825	3	3	4	0	9
0830	9	2	0	0	8
0835	2	0	3	0	2
0840	0	0	4	0	4
0845	7	6	3	0	4
0850	2	1	2	1	5
0855	2	0	3	1	5
0900	3	0	2	1	7
0905	3	2	2	0	5
0910	2	0	4	0	9
0915	4	2	3	0	8
0920	4	1	5	0	14
0925	2	0	3	0	8
0930	3	3	2	1	6
0935	3	2	2	0	9
0940	3	2	2	0	5
0945	2	2	8	1	6
0950	1	0	1	1	4
0955	2	0	3	0	6
1000	4	6	2	0	13

K&M TRAFFIC SURVEYS

DATE : THURSDAY 18TH MAY 2017

LOCATION : HORNSEY TOWN HALL, CROUCH END, LONDON N8

QUEUES RECORDED IN TOTAL NUMBER OF VEHICLES

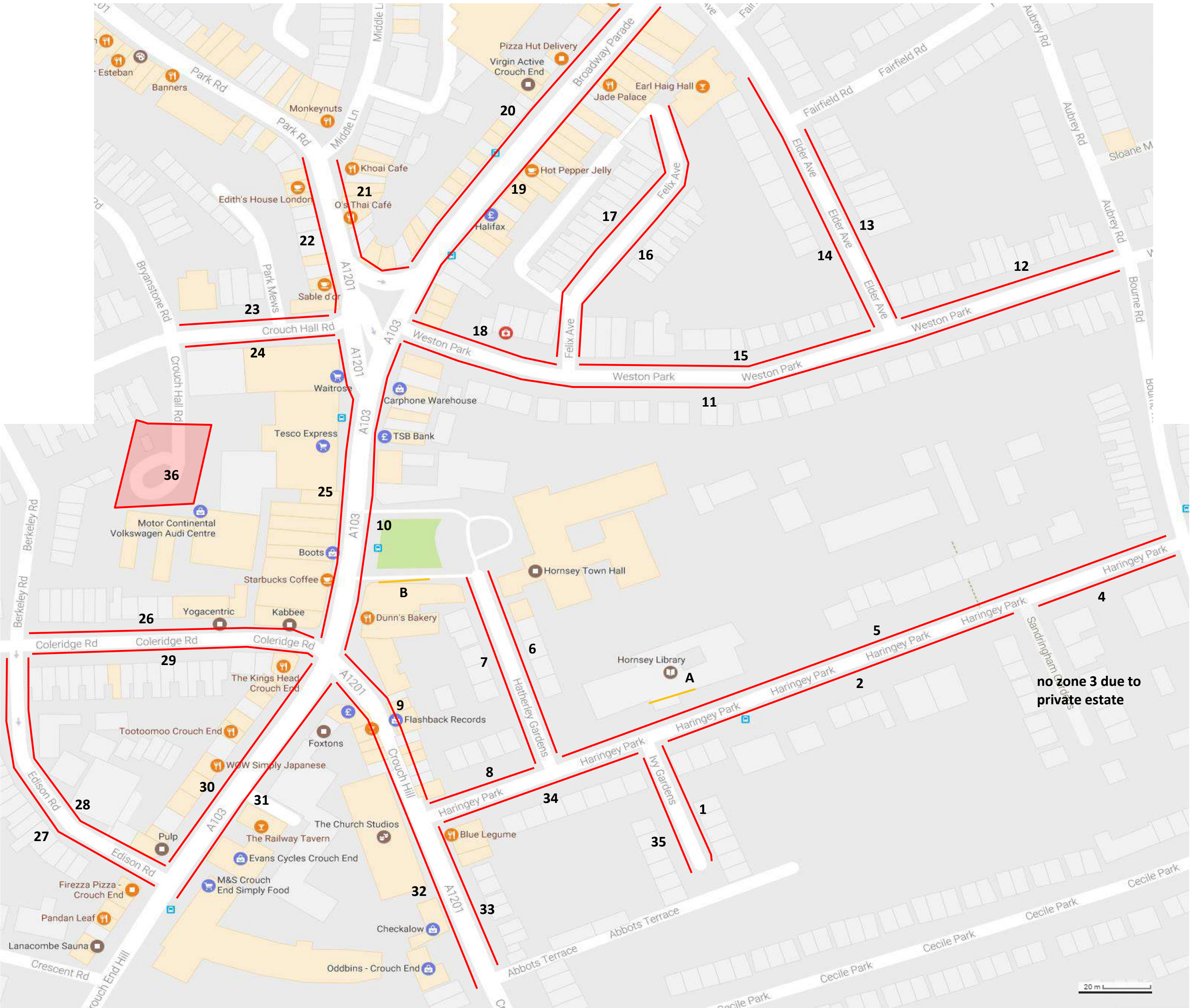
K&M TRAFFIC SURVEYS

	THE BROADWAY / ACROUCH HILL / CROUCH END HILL			
	THE BROADWAY NORTH		A1201 CROUCH HILL	CROUCH END HILL A103
	INSIDE LANE	OUTSIDE	INSIDE LANE	INSIDE LANE
1605	0	1	2	20
1610	1	2	4	7
1615	1	10	4	14
1620	0	0	5	20
1625	0	2	7	25
1630	1	6	5	22
1635	0	2	3	20
1640	0	2	4	20
1645	0	3	4	18
1650	0	0	8	20
1655	0	3	2	7
1700	0	1	4	2
1705	0	0	4	5
1710	1	2	4	7
1715	0	0	4	10
1720	2	1	9	7
1725	1	1	4	3
1730	0	2	5	6
1735	0	3	3	12
1740	0	4	2	4
1745	1	7	8	2
1750	1	3	4	2
1755	2	2	5	16
1800	10	5	4	6
1805	0	3	3	13
1810	0	2	1	7
1815	0	0	7	5
1820	2	1	4	3
1825	3	3	3	9
1830	0	0	3	4
1835	1	1	0	7
1840	0	0	2	7
1845	0	3	5	9
1850	0	3	6	6
1855	0	0	5	7
1900	0	2	3	2

	TOTTENHAM LANE / THE BROADWAY / PARK RD SIGNALS				
	A103 TOTTENHAM LANE	THE BROADWAY SOUTH		CROUCH HALL ROAD	PARK ROAD NORTH
	INSIDE LANE	INSIDE LANE	OUTSIDE	INSIDE LANE	INSIDE LANE
1605	6	0	12	0	3
1610	3	2	8	2	2
1615	5	0	12	0	3
1620	4	0	7	0	5
1625	5	2	12	2	2
1630	5	2	15+	0	3
1635	3	1	15+	2	2
1640	2	8	5	2	4
1645	3	5	3	1	7
1650	3	2	10	0	5
1655	5	2	5	0	6
1700	6	2	3	1	8
1705	2	0	5	1	8
1710	1	0	2	3	7
1715	0	2	1	3	9
1720	4	4	1	1	6
1725	2	2	2	2	3
1730	0	2	3	2	3
1735	2	2	3	1	3
1740	2	3	5	0	4
1745	1	2	2	1	4
1750	2	2	8	1	6
1755	6	2	3	3	5
1800	0	6	3	0	8
1805	2	2	6	2	9
1810	3	9	0	1	2
1815	1	3	2	2	7
1820	1	3	2	1	9
1825	4	3	2	2	6
1830	0	4	1	2	0
1835	8	5	1	0	13
1840	3	2	2	0	16
1845	5	9	0	4	7
1850	1	3	1	0	12
1855	0	0	1	0	4
1900	2	3	2	1	9



APPENDIX H





APPENDIX I

- KEY:
- = PERMIT HOLDERS MON-FRI 1000-1200
 - = DROP KERB
 - = DOUBLE YELLOW
 - = DISABLED BAY
 - = PERMIT HOLDERS ONLY PRIVATE PARKING MANAGED BY COMPANY CALLED WING
 - = PERMIT HOLDERS ONLY MON-FRI 1000-1200 PR PAY & DISPLAY MAX 1 HOUR
 - = MOTORCYCLE BAY
 - = CAR CLUB BAY
 - = SINGLE YELLOW LINE
 - = LOADING BAY MAX 40 MINS MON-SAT 0800-1830
 - = SINGLE YELLOW MON-SAT 0700-1000 1600-1800 NO LOADING MON-SAT 0700-1000 1600-1800 PAY & DISPLAY MON-SAT 1000-1600 MAX 2 HOURS NO RETURN WITHIN 2 HOURS
 - = LOADING BAY ONLY MON-SAT 0800-1830
 - = PAY & DISPLAY MON-SAT 0800-1830
 - = PERMIT HOLDERS MON-FRI 1000-1200 BUT DROP KERB TO DRIVEWAY
 - = SINGLE YELLOW LINE MON-SAT 0800-0930 NO LOADING MON-SAT 0800-0930 PAY & DISPLAY MON-SAT 0930-1830 MAX 2 HOURS NO RETURN WITHIN 2 HOURS
 - = SINGLE YELLOW LINE MON-SAT 1700-1830 NO LOADING MON-SAT 1700-1830 PAY & DISPLAY MON-SAT 0800-1700 MAX 2 HOURS NO RETURN WITHIN 2 HOURS
 - = PERMIT HOLDERS MON-FRI 1400-1600
 - = PAY & DISPLAY MON-SAT 0930-1730 MAX 2 HOURS NO RETURN WITHIN 2 HOURS
 - = PAY & DISPLAY MON-FRI 1000-1600 SAT 0930-1600 NO LOADING MON-SAT 0700-1000 1600-1900
 - = PERMIT HOLDERS MON-FRI 1400-1600 OR PAY & DISPLAY MAX 1 HOUR
 - = PAY & DISPLAY MON-SAT 0930-1700 MAX 2 HOURS NO RETURN WITHIN 2 HOURS
 - = PERMIT HOLDERS MON-FRI 1000-1200 OR PAY & DISPLAY MAX 1 HOUR
 - = PEDESTRIAN CROSSING
 - = BUS STOP
 - = TAXI BAY
 - = DOCTOR BAY MON-SAT 0800-2000
 - = NO LOADING MON-SAT 1700-1800

K&M TRAFFIC SURVEYS

DATE : 13th, 16th 28th JUNE AND 4th JULY 2017 (SEE TABLES FOR DATE)

DAY : TUESDAY, FRIDAY, WEDNESDAY, AND TUESDAY

LOCATION : HORNSEY TOWN HALL, CROUCH END

ROAD NAME	ZONE	RESTRICTION	METRES	6 METRES = 1 SPACE (incl. marked bays of less than 6m.)
IVY GDNS	1	PERMIT HOLDERS MON-FRI 10AM-NOON	51.8	8
		DROP KERB	5.5	
		DOUBLE YELLOW LINES	6.7	
HARINGEY PARK	2	DOUBLE YELLOW LINES	9.2	
		PERMIT HOLDERS MON-FRI 10AM-NOON	107.8	15
		DROP KERB	26.2	
		DISABLED BAY	19.3	3
HARINGEY PARK	4	DOUBLE YELLOW LINES	12.9	
		PERMIT HOLDERS MON-FRI 10AM-NOON	41.2	6
		DROP KERB	10	
	5	PERMIT HOLDERS MON-FRI 10AM-NOON	89.5	14
		DROP KERB	39.8	
		DOUBLE YELLOW LINES	55	
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	69.4	11
		DISABLED BAY	11	2
HATHERLEY GDNS	6	MOTORCYCLE BAY	6	
		DOUBLE YELLOW LINES	19.5	
		CAR CLUB BAY	11	2
		SINGLE YELLOW LINES	52.6	
	7	DISABLED BAY	13.2	2
		DOUBLE YELLOW LINES	43.6	
		PERMIT HOLDERS MON-FRI 10AM-NOON	52.3	8
HARINGEY PARK	8	DOUBLE YELLOW LINES	12.7	
		PERMIT HOLDERS MON-FRI 10AM-NOON	21.2	3
		DROP KERB	11.1	
		LOADING BAY MAX 40MINS MON-SAT 8AM-630PM	7.8	1
CROUCH HILL	9	DOUBLE YELLOW LINES	8	
		SINGLE YELLOW LINES	58.7	
		DROP KERB	9.8	
A103	10	DOUBLE YELLOW LINES	63.8	
		BUS STOP	38.3	
		PEDESTRIAN CROSSING	29	
		YELLOW SINGLE LINE-MON-SAT 7AM-10AM&4PM-7PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM-P&D MON-SAT 10AM-PM MAX 2HRS-NO RETURN WITHIN 2HRS	18	3
WESTON PARK	11	DOUBLE YELLOW LINES	12.1	
		8AM-630PM ONLY LOADING BAY MON-SAT	9	1
		MOTORCYCLE BAY	5	
		PAY AND DISPLAY MON-SAT 930AM-530PM MAX 2HRS NRW2HR	12	2
		SINGLE YELLOW LINES	2	
		PERMIT HOLDERS MON-FRI 10AM-NOON	238.3	37
		10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	4.9	
		DROP KERB	32.4	
	12	DOUBLE YELLOW LINES	10.3	
		PERMIT HOLDERS MON-FRI 10AM-NOON	85	14
ELDER AVE	13	DOUBLE YELLOW LINES	11.5	
		PERMIT HOLDERS MON-FRI 10AM-NOON	81.1	12
		DROP KERB	5.3	
	14	PERMIT HOLDERS MON-FRI 10AM-NOON	119.5	19
		DROP KERB	6.2	
WESTON PARK	15	DOUBLE YELLOW LINES	6.2	
		DROP KERB	6.4	
		PERMIT HOLDERS MON-FRI 10AM-NOON	23.6	
FELIX AVE	16	PERMIT HOLDERS MON-FRI 10AM-NOON	97	14
		DOUBLE YELLOW LINES	56.4	
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	21	3
		PERMIT HOLDERS MON-FRI 10AM-NOON	54.8	9
	17	10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	8.4	
		DOUBLE YELLOW LINES	14.5	
		PERMIT HOLDERS MON-FRI 10AM-NOON	90.2	15
		DROP KERB	8.8	
WESTON PARK	18	MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	18.4	3
		DISABLED BAY	5.3	1
		DOUBLE YELLOW LINES	17.1	
		PERMIT HOLDERS MON-FRI 10AM-NOON	25	4
		8AM-630PM ONLY LOADING BAY MON-SAT	8.6	1

BROADWAY PARADE	19	DROP KERB	3.5	
		DOUBLE YELLOW LINES	32.4	
		BUS STOP	24	
		SINGLE YELLOW LINES	50	
		MON-SAT 8AM-930AM SINGLE YELLOW LINES-NO LOADING MON-SAT 8AM-930AM-P&D MON-SAT 930AM-630PM NRW2HR MAX 2HRS	63	10
	20	SINGLE YELLOW LINES	81.4	
		NO LOADING MON-SAT 5PM-630PM-SINGLE YELLOW LINES-P&D MON-SAT 8AM-5PM MAX 2HRS NRW2HR	31	5
		LOADING BAY 0800-1730	7	1
		BUS STOP	19.2	
		DOUBLE YELLOW LINES	12	
PARK RD	21	DOUBLE YELLOW LINES	67.7	
	22	DOUBLE YELLOW LINES	68.7	
CROUCH HALL RD	23	DOUBLE YELLOW LINES	34.7	
		DISABLED BAY	5.5	1
		8AM-630PM ONLY LOADING BAY MON-SAT	8.7	1
		MON-FRI 2PM-4PM PERMIT HOLDERS	20.5	3
	24	DOUBLE YELLOW LINES	28.1	
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	44	7
A103	25	DOUBLE YELLOW LINES	46.9	
		BUS STOP	40.3	
		PEDESTRIAN CROSSING	26.4	
		P&D 10AM-4PM MON-FRI SAT 9.30AM-4PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM	33	5
COLERIDGE RD	26	DOUBLE YELLOW LINES	67.4	
		8AM-630PM ONLY LOADING BAY MON-SAT	11.5	1
		DROP KERB	11.4	
		MON-FRI 2PM-4PM PERMIT HOLDERS	33.8	5
		MON-FRI 2PM-4PM PERMIT HOLDERS OR P&D 1HR	42	7
		DISABLED BAY	6.7	1
EDISON RD	27	DOUBLE YELLOW LINES	15.5	
		MON-FRI 2PM-4PM PERMIT HOLDERS	85	14
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	27.8	4
	28	DOUBLE YELLOW LINES	23.6	
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	13.2	2
		MON-FRI 2PM-4PM PERMIT HOLDERS	59.3	9
		DISABLED BAY	5.5	1
		DROP KERB	10.5	
		DOCTOR BAY MON-SAT 8AM-8PM	11	2
COLERIDGE RD	29	SINGLE YELLOW LINES	5.3	
		DOUBLE YELLOW LINES	32.7	
		MON-FRI 2PM-4PM PERMIT HOLDERS	75	11
A103	30	DROP KERB	12.4	
		DOUBLE YELLOW LINES	21	
		SINGLE YELLOW LINES	12.8	
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	66.5	11
	31	BUS STOP	16.5	
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	56.9	8
		DROP KERB	25.6	
		DISABLED BAY	5.5	1
		TAXI BAY	10.2	2
CROUCH HILL	32	SINGLE YELLOW LINES	17	
		DROP KERB	35.2	
		UNRESTRICTED (BUT PROBABLY WOULDN'T PARK)	29.7	5
	33	SINGLE YELLOW LINES	85.9	
		DROP KERB	17.8	
		SINGLE YELLOW LINES	44.1	
HARINGEY PARK	34	DOUBLE YELLOW LINES	6.5	
		PERMIIT HOLDERS MON-FRI 10AM-NOON OR P&D MAX 1HR	23.4	3
		PERMIT HOLDERS MON-FRI 10AM-NOON	57.6	9
IVY GDNS	35	DOUBLE YELLOW LINES	12	
		PERMIT HOLDERS MON-FRI 10AM-NOON	47.9	7
		DROP KERB	8.5	
CROUCH HALL RD CAR PARK	36	MARKED BAYS		
LIBRARY BICYCLE STANDS	A			
BARCLAYS BANK CYCLE STANDS	B			

	WEDNESDAY 28th JUNE 2017																					
	08:30		09:00		09:30		10:00		10:30		11:00		11:30		12:00		12:30		13:00		13:30	
10													1									
	0	3	1	2	1	2	2	1	3	0	3	0	2	1	2	1	2	1	3	0	2	1
11	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	1
	1	1	1	1	2	0	2	0	2	0	2	0	1	1	1	1	0	2	0	2	2	0
	36	7	32	11	33	10	32	12	34	9	33	10	39	4	40	4	40	4	42	2	43	1
12	9	6	10	4	10	4	10	4	11	3	9	5	11	3	9	5	12	3	13	2	14	1
13																						
	9	5	7	7	10	4	10	4	9	5	8	6	7	7	11	4	12	3	14	1	15	0
14	14	6	15	5	14	6	12	8	9	11	9	11	8	12	19	1	20	2	21	0	21	0
15																						
	16	1	17	0	17	0	17	0	16	1	15	2	17	1	18	0	18	0	18	0	18	0
16																						
	3	0	3	0	3	0	3	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0
	9	2	9	2	9	2	9	2	9	2	9	2	10	1	11	0	11	0	10	1	11	0
17	1		1		1		1		1		1		1		1		1		1		1	
	11	5	11	5	11	5	11	5	11	5	10	63	11	5	15	1	15	1	16	0	17	0
																					1	
	2	1	3	0	2	1	2	1	3	0	3	0	3	0	3	0	3	0	3	0	3	0
18																						
	4	1	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0
	0	1	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	0	0
	2	0	2	0	0	2	1	1	2	0	1	1	2	0	1	1	0	2	2	0	2	0
	0	1	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	1	0	1	0

	WEDNESDAY 28th JUNE 2017																					
	08:30		09:00		09:30		10:00		10:30		11:00		11:30		12:00		12:30		13:00		13:30	
29																						
	13	1	14	0	14	0	14	0	14	0	14	0	13	1	13	1	10	4	9	5	10	4
	1		1		1		1		1		1											
30																			1			
	5	6	6	5	4	7	6	5	7	4	7	4	3	8	8	3	7	4	6	5	5	6
31	4	5	7	3	7	3	7	3	6	4	5	5	5	5	9	1	9	1	6	4	9	1
	1	0	0	1	1	0	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0
	0	2	1	1	1	1	1	1	2	0	2	0	1	1	0	2	0	2	0	2	2	0
32																						
	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
33																						
34																						
	3	1	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0
	8	2	8	2	9	1	9	1	10	0	9	1	10	0	10	0	10	0	10	0	10	0
35																						
	8	1	8	1	8	1	8	1	8	1	8	1	7	2	8	1	8	1	8	1	9	0
36	20	2	22	0	21	1	22	0	22	0	21	1	21	1	21	1	21	1	20	2	22	0
A	1		0		3		3		3		3		1		2		1		1		1	
B	3		3		3		3		3		2		2		2		2		0		1	

	WEDNESDAY 28th JUNE 2017																			
	14:00		14:30		15:00		15:30		16:00		16:30		17:00		17:30		18:00		18:30	
10	1		1								1									
	2	1	3	0	3	0	1	1	3	0	1	1	0	3	1	2	2	0	0	3
11	0	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	0	1	0	1
	2	0	2	0	1	1	1	1	2	0	0	2	2	0	1	1	2	0	0	2
	43	1	42	2	42	2	43	1	44	0	41	2	43	1	42	2	44	0	44	0
12	15	0	15	0	15	0	15	0	14	1	15	0	15	0	15	0	14	1	15	0
13	15	0	15	0	14	1	14	1	13	2	15	0	15	0	12	3	12	3	14	2
14	21	0	21	0	21	0	21	0	21	0	21	0	21	0	18	3	20	1	20	1
15																				
	18	0	18	0	18	0	18	0	18	0	18	0	18	0	18	0	18	0	18	0
16							2													
	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0
	11	0	11	0	11	0	11	0	10	1	11	0	11	0	11	0	11	0	11	0
	1		1		1		1		1		1		1		1		1		1	
17															1		1		1	
	16	0	16	0	16	0	16	0	16	0	16	0	15	1	14	2	14	2	13	3
	1		1		1		1		1		1		1		1		1		1	
18	4	0	4	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0
	5	0	5	0	2	3	1	4	5	0	5	0	5	0	4	1	4	1	3	2
	0	1	0	1	0	1	1	0	0	1	0	1	0	1	0	1	0	1	0	1
	0	2	1	0	1	0	1	0	2	0	1	1	1	1	1	1	1	1	1	1
	1	0	1	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	0

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	TUESDAY 4th JULY 2017																					
	08:30		09:00		09:30		10:00		10:30		11:00		11:30		12:00		12:30		13:00		13:30	
29	1						2		2		1				2		2		1		1	
	12	3	15	0	14	1	14	1	14	1	13	2	12	4	12	4	10	6	11	5	12	4
							1		1		1						1					
30																						
	8	2	5	5	4	6	5	5	4	6	3	8	5	5	4	6	6	3	6	3	7	3
31																						
	6	3	5	4	5	4	7	2	8	1	6	3	8	2	8	2	9	1	9	1	8	2
	0	1	0	1	0	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0
	0	2	1	1	1	1	1	1	1	1	1	1	0	2	1	1	1	1	0	2	0	2
32																						
	0	5	0	5	0	5	0	5	0	5	1	4	0	5	1	4	2	2	2	2	2	2
33																						
34																						
	4	1	4	1	4	1	4	1	4	1	4	1	3	2	4	1	4	1	4	1	4	1
	9	2	10	1	9	2	7	4	9	2	11	0	9	2	12	0	11	0	11	0	11	0
35																						
	6	3	6	3	5	4	5	4	6	3	7	2	7	2	9	1	10	0	10	0	10	0
37	18	4	20	2	21	1	21	1	21	1	21	1	22	0	18	4	18	4	19	3	19	3
38	1		1		2		2		3		3		3		3		3		3		3	
40	0		2		2		3		3		4		3		3		3		3		1	

	TUESDAY 4th JULY 2017																			
	14:00		14:30		15:00		15:30		16:00		16:30		17:00		17:30		18:00		18:30	
10							1				1									
	3	0	2	1	1	2	2	1	3	0	3	0	0	3	1	2	2	1	1	2
11	0	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	
	2	0	0	2	0	2	1	1	1	1	0	2	2	0	2	0	0	2	2	0
	42	2	40	4	38	6	41	3	41	3	40	4	42	2	38	6	34	10	34	10
					1		1		1		1		1		1					
12	16	1	16	1	15	2	16	1	14	3	14	3	14	3	14	3	14	3	15	2
13	15	0	14	1	13	2	12	3	15	0	15	0	11	4	11	4	12	3	11	4
14	21	1	21	1	21	1	21	1	22	0	22	0	20	2	20	2	19	3	18	4
	1		1		1		1													
15	1		1		1		1		1		1		1		1		1		1	
	18	1	17	2	17	2	18	1	17	1	17	2	16	3	17	2	15	4	17	2
16							1		1		1		1				1		1	
	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0	4	0
	10	1	10	1	10	1	10	1	11	0	10	1	10	1	10	1	9	2	9	2
17																				
	17	0	17	0	17	0	15	2	16	1	16	1	15	2	16	1	15	2	15	2
18	3	0	3	0	3	0	3	0	2	1	2	1	3	0	2	1	3	0	3	0
	5	0	5	0	5	0	5	0	4	1	4	1	4	1	4	1	4	1	4	1
	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	1	0	1	1	0
	2	0	0	2	0	2	0	2	1	1	0	2	2	0	1	1	1	1	2	0
	1	0	0	1	0	1	0	1	1	0	1	0	1	0	1	0	0	1	0	1

[illegible]

K&M TRAFFIC SURVEYS

DATE : 13th, 16th 28th JUNE AND 4th JULY 2017 (SEE TABLES FOR DATE)

DAY : TUESDAY, FRIDAY, WEDNESDAY, AND TUESDAY

LOCATION : HORNSEY TOWN HALL, CROUCH END

					TUESDAY 13th JUNE 2017		
					TIME : 0400		
ROAD NAME	ZONE	RESTRICTION	METRES	6 METRES = 1 SPACE (incl. marked bays of less than 6m.)	PARKED	OBSERVED SPACES	CAPPED SPACES
IVY GDNS	1	PERMIT HOLDERS MON-FRI 10AM-NOON	51.8	8	8	2	0
		DROP KERB	5.5				
		DOUBLE YELLOW LINES	6.7				
HARINGEY PARK	2	DOUBLE YELLOW LINES	9.2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	107.8	15	17	1	0
		DROP KERB	26.2		1	-1	-1
		DISABLED BAY	19.3	3	2	1	
HARINGEY PARK	4	DOUBLE YELLOW LINES	12.9				
		PERMIT HOLDERS MON-FRI 10AM-NOON	41.2	6	5	3	1
		DROP KERB	10				
	5	PERMIT HOLDERS MON-FRI 10AM-NOON	89.5	14	19	0	0
		DROP KERB	39.8				
		DOUBLE YELLOW LINES	55				
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	69.4	11	8	3	3
		DISABLED BAY	11	2	0	2	
		MOTORCYCLE BAY	6				
HATHERLEY GDNS	6	DOUBLE YELLOW LINES	19.5				
		CAR CLUB BAY	11	2	2	0	
		SINGLE YELLOW LINES	52.6				
		DISABLED BAY	13.2	2	0	2	
	7	DOUBLE YELLOW LINES	43.6				
		PERMIT HOLDERS MON-FRI 10AM-NOON	52.3	8	8	1	0
HARINGEY PARK	8	DOUBLE YELLOW LINES	12.7				
		PERMIT HOLDERS MON-FRI 10AM-NOON	21.2	3	4	0	0
		DROP KERB	11.1				
		LOADING BAY MAX 40MINS MON-SAT 8AM-630PM	7.8	1	0	1	1
CROUCH HILL	9	DOUBLE YELLOW LINES	8				
		SINGLE YELLOW LINES	58.7				
		DROP KERB	9.8				

A103	10	DOUBLE YELLOW LINES	63.8				
		BUS STOP	38.3				
		PEDESTRIAN CROSSING	29				
		YELLOW SINGLE LINE-MON-SAT 7AM-10AM&4PM-7PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM-P&D MON-SAT 10AM-PM MAX 2HRS-NO RETURN WITHIN 2HRS	18	3	1	2	2
WESTON PARK	11	DOUBLE YELLOW LINES	12.1				
		8AM-630PM ONLY LOADING BAY MON-SAT	9	1	0	1	1
		MOTORCYCLE BAY	5				
		PAY AND DISPLAY MON-SAT 930AM-530PM MAX 2HRS NRW2HR	12	2	1	1	1
		SINGLE YELLOW LINES	2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	238.3	37	32	10	5
		10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	4.9				
		DROP KERB	32.4				
	12	DOUBLE YELLOW LINES	10.3				
		PERMIT HOLDERS MON-FRI 10AM-NOON	85	14	13	2	1
ELDER AVE	13	DOUBLE YELLOW LINES	11.5				
		PERMIT HOLDERS MON-FRI 10AM-NOON	81.1	12	14	1	0
		DROP KERB	5.3				
	14	PERMIT HOLDERS MON-FRI 10AM-NOON	119.5	19	15	5	4
		DROP KERB	6.2				
		DOUBLE YELLOW LINES	6.2				
WESTON PARK	15	DOUBLE YELLOW LINES	6.4				
		DROP KERB	23.6		1	-1	-1
		PERMIT HOLDERS MON-FRI 10AM-NOON	97	14	15	2	0
FELIX AVE	16	DOUBLE YELLOW LINES	56.4		1	-1	-1
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	21	3	4	0	0
		PERMIT HOLDERS MON-FRI 10AM-NOON	54.8	9	10	1	0
		10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	8.4		1	-1	-1
	17	DOUBLE YELLOW LINES	14.5				
		PERMIT HOLDERS MON-FRI 10AM-NOON	90.2	15	11	5	4
		DROP KERB	8.8				
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	18.4	3	3	0	0
WESTON PARK	18	DOUBLE YELLOW LINES	17.1		1	-1	-1
		PERMIT HOLDERS MON-FRI 10AM-NOON	25	4	2	3	2
		8AM-630PM ONLY LOADING BAY MON-SAT	8.6	1	0	1	1
		PAY AND DISPLAY MON-SAT 930AM-530PM MAX 2HRS NRW2HR	11.8	1	1	1	0
		DISABLED BAY	5.3	1	0	1	

BROADWAY PARADE	19	DROP KERB	3.5				
		DOUBLE YELLOW LINES	32.4				
		BUS STOP	24				
		SINGLE YELLOW LINES	50				
		MON-SAT 8AM-930AM SINGLE YELLOW LINES-NO LOADING MON-SAT 8AM-930AM-P&D MON-SAT 930AM-630PM NRW2HR MAX 2HRS	63	10	0	10	10
	20	SINGLE YELLOW LINES	81.4				
		NO LOADING MON-SAT 5PM-630PM-SINGLE YELLOW LINES-P&D MON-SAT 8AM-5PM MAX 2HRS NRW2HR	31	5	1	5	4
		LOADING BAY 0800-1730	7	1	0	1	1
		BUS STOP	19.2				
		DOUBLE YELLOW LINES	12				
PARK RD	21	DOUBLE YELLOW LINES	67.7				
	22	DOUBLE YELLOW LINES	68.7				
CROUCH HALL RD	23	DOUBLE YELLOW LINES	34.7				
		DISABLED BAY	5.5	1	0	1	
		8AM-630PM ONLY LOADING BAY MON-SAT	8.7	1	0	1	1
		MON-FRI 2PM-4PM PERMIT HOLDERS	20.5	3	2	2	1
	24	DOUBLE YELLOW LINES	28.1				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	44	7	3	4	4
A103	25	DOUBLE YELLOW LINES	46.9				
		BUS STOP	40.3				
		PEDESTRIAN CROSSING	26.4				
		P&D 10AM-4PM MON-FRI SAT 9.30AM-4PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM	33	5	0	5	5
COLERIDGE RD	26	DOUBLE YELLOW LINES	67.4				
		8AM-630PM ONLY LOADING BAY MON-SAT	11.5	1	2	0	0
		DROP KERB	11.4				
		MON-FRI 2PM-4PM PERMIT HOLDERS	33.8	5	6	0	0
		MON-FRI 2PM-4PM PERMIT HOLDERS OR P&D 1HR	42	7	6	0	0
		DISABLED BAY	6.7	1	1	0	
EDISON RD	27	DOUBLE YELLOW LINES	15.5				
		MON-FRI 2PM-4PM PERMIT HOLDERS	85	14	13	1	1
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	27.8	4	0	4	4
	28	DOUBLE YELLOW LINES	23.6				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	13.2	2	0	2	2
		MON-FRI 2PM-4PM PERMIT HOLDERS	59.3	9	9	1	0
		DISABLED BAY	5.5	1	1	0	
		DROP KERB	10.5				
		DOCTOR BAY MON-SAT 8AM-8PM	11	2	0	2	
		SINGLE YELLOW LINES	5.3		1	-1	-1

COLERIDGE RD	29	DOUBLE YELLOW LINES	32.7				
		MON-FRI 2PM-4PM PERMIT HOLDERS	75	11	12	1	0
		DROP KERB	12.4				
A103	30	DOUBLE YELLOW LINES	21				
		SINGLE YELLOW LINES	12.8				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	66.5	11	3	7	7
		BUS STOP	16.5				
	31	P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	56.9	8	4	5	4
		DROP KERB	25.6				
		DISABLED BAY	5.5	1	0	1	
		TAXI BAY	10.2	2	1	1	
		SINGLE YELLOW LINES	17				
CROUCH HILL	32	DROP KERB	35.2				
		UNRESTRICTED (BUT PROBABLY WOULDN'T PARK)	29.7	5	0	5	
		SINGLE YELLOW LINES	85.9				
	33	DROP KERB	17.8				
		SINGLE YELLOW LINES	44.1				
HARINGEY PARK	34	DOUBLE YELLOW LINES	6.5				
		DOUBLE YELLOW LINES	12				
		PERMIT HOLDERS MON-FRI 10AM-NOON OR P&D MAX 1HR	23.4	3	3	1	0
IVY GDNS	35	PERMIT HOLDERS MON-FRI 10AM-NOON	57.6	9	7	3	2
		DOUBLE YELLOW LINES	6.2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	47.9	7	7	1	0
CROUCH HALL RD CAR PARK	36	DROP KERB	8.5				
		MARKED BAYS	N/A	22	3	19	19

	CAPACITY (6m spaces)	Vehicles Parked	Spare Spaces	
			Observed	Capped
TOTAL (excl. bays for specific user groups)	349	278	113	85

K&M TRAFFIC SURVEYS

DATE : 13th, 16th 28th JUNE AND 4th JULY 2017 (SEE TABLES FOR DATE)

DAY : TUESDAY, FRIDAY, WEDNESDAY, AND TUESDAY

LOCATION : HORNSEY TOWN HALL, CROUCH END

					FRIDAY 16th JUNE 2017		
					TIME : 0120		
ROAD NAME	ZONE	RESTRICTION	METRES	6 METRES = 1 SPACE (incl. marked bays of less than 6m.)	PARKED	OBSERVED SPACES	CAPED SPACES
IVY GDNS	1	PERMIT HOLDERS MON-FRI 10AM-NOON	51.8	8	10	0	0
		DROP KERB	5.5				
		DOUBLE YELLOW LINES	6.7				
HARINGEY PARK	2	DOUBLE YELLOW LINES	9.2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	107.8	15	16	3	0
		DROP KERB	26.2				
		DISABLED BAY	19.3	3	3	0	
HARINGEY PARK	4	DOUBLE YELLOW LINES	12.9				
		PERMIT HOLDERS MON-FRI 10AM-NOON	41.2	6	5	0	0
		DROP KERB	10				
	5	PERMIT HOLDERS MON-FRI 10AM-NOON	89.5	14	16	2	0
		DROP KERB	39.8				
		DOUBLE YELLOW LINES	55				
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	69.4	11	5	8	6
		DISABLED BAY	11	2	0	2	
		MOTORCYCLE BAY	6				
HATHERLEY GDNS	6	DOUBLE YELLOW LINES	19.5				
		CAR CLUB BAY	11	2	1	1	
		SINGLE YELLOW LINES	52.6		2	-2	-2
		DISABLED BAY	13.2	2	0	2	
	7	DOUBLE YELLOW LINES	43.6				
		PERMIT HOLDERS MON-FRI 10AM-NOON	52.3	8	9	1	0
HARINGEY PARK	8	DOUBLE YELLOW LINES	12.7				
		PERMIT HOLDERS MON-FRI 10AM-NOON	21.2	3	4	0	0
		DROP KERB	11.1				
		LOADING BAY MAX 40MINS MON-SAT 8AM-630PM	7.8	1	1	0	0
CROUCH HILL	9	DOUBLE YELLOW LINES	8				
		SINGLE YELLOW LINES	58.7				
		DROP KERB	9.8				

A103	10	DOUBLE YELLOW LINES	63.8				
		BUS STOP	38.3				
		PEDESTRIAN CROSSING	29				
		YELLOW SINGLE LINE-MON-SAT 7AM-10AM&4PM-7PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM-P&D MON-SAT 10AM-PM MAX 2HRS-NO RETURN WITHIN 2HRS	18	3	1	2	2
WESTON PARK	11	DOUBLE YELLOW LINES	12.1				
		8AM-630PM ONLY LOADING BAY MON-SAT	9	1	0	1	1
		MOTORCYCLE BAY	5				
		PAY AND DISPLAY MON-SAT 930AM-530PM MAX 2HRS NRW2HR	12	2	0	2	2
		SINGLE YELLOW LINES	2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	238.3	37	39	6	0
		10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	4.9				
		DROP KERB	32.4				
	12	DOUBLE YELLOW LINES	10.3				
		PERMIT HOLDERS MON-FRI 10AM-NOON	85	14	11	3	3
ELDER AVE	13	DOUBLE YELLOW LINES	11.5				
		PERMIT HOLDERS MON-FRI 10AM-NOON	81.1	12	13	2	0
		DROP KERB	5.3				
	14	PERMIT HOLDERS MON-FRI 10AM-NOON	119.5	19	15	7	4
		DROP KERB	6.2				
WESTON PARK	15	DOUBLE YELLOW LINES	6.4				
		DROP KERB	23.6				
		PERMIT HOLDERS MON-FRI 10AM-NOON	97	14	15	3	0
FELIX AVE	16	DOUBLE YELLOW LINES	56.4		1	-1	-1
		MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	21	3	3	0	0
		PERMIT HOLDERS MON-FRI 10AM-NOON	54.8	9	11	0	0
		10AM-NOON MON-FRI PERMIT HOLDER BUT DROP KERB TO DRIVEWAY	8.4		1	-1	-1
	17	DOUBLE YELLOW LINES	14.5				
		PERMIT HOLDERS MON-FRI 10AM-NOON	90.2	15	15	0	0
		DROP KERB	8.8				
WESTON PARK	18	MON-FRI 10AM-NOON PERMIT OR P&D MAX 1HR	18.4	3	3	0	0
		DOUBLE YELLOW LINES	17.1				
		PERMIT HOLDERS MON-FRI 10AM-NOON	25	4	3	2	1
		8AM-630PM ONLY LOADING BAY MON-SAT	8.6	1	0	1	1
		PAY AND DISPLAY MON-SAT 930AM-530PM MAX 2HRS NRW2HR	11.8	1	1	0	0
		DISABLED BAY	5.3	1	0	1	

BROADWAY PARADE	19	DROP KERB	3.5				
		DOUBLE YELLOW LINES	32.4				
		BUS STOP	24				
		SINGLE YELLOW LINES	50				
		MON-SAT 8AM-930AM SINGLE YELLOW LINES-NO LOADING MON-SAT 8AM-930AM-P&D MON-SAT 930AM-630PM NRW2HR MAX 2HRS	63	10	0	10	10
	20	SINGLE YELLOW LINES	81.4				
		NO LOADING MON-SAT 5PM-630PM-SINGLE YELLOW LINES-P&D MON-SAT 8AM-5PM MAX 2HRS NRW2HR	31	5	0	5	5
		LOADING BAY 0800-1730	7	1	0	1	1
		BUS STOP	19.2				
		DOUBLE YELLOW LINES	12				
PARK RD	21	DOUBLE YELLOW LINES	67.7				
	22	DOUBLE YELLOW LINES	68.7				
CROUCH HALL RD	23	DOUBLE YELLOW LINES	34.7				
		DISABLED BAY	5.5	1	0	1	
		8AM-630PM ONLY LOADING BAY MON-SAT	8.7	1	1	0	0
		MON-FRI 2PM-4PM PERMIT HOLDERS	20.5	3	3	1	0
	24	DOUBLE YELLOW LINES	28.1				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	44	7	2	6	5
A103	25	DOUBLE YELLOW LINES	46.9				
		BUS STOP	40.3				
		PEDESTRIAN CROSSING	26.4				
		P&D 10AM-4PM MON-FRI SAT 9.30AM-4PM NO LOADING MON-SAT 7AM-10AM&4PM-7PM	33	5	0	5	5
COLERIDGE RD	26	DOUBLE YELLOW LINES	67.4				
		8AM-630PM ONLY LOADING BAY MON-SAT	11.5	1	0	1	1
		DROP KERB	11.4				
		MON-FRI 2PM-4PM PERMIT HOLDERS	33.8	5	6	1	0
		MON-FRI 2PM-4PM PERMIT HOLDERS OR P&D 1HR	42	7	5	1	1
		DISABLED BAY	6.7	1	1	0	
EDISON RD	27	DOUBLE YELLOW LINES	15.5				
		MON-FRI 2PM-4PM PERMIT HOLDERS	85	14	14	1	0
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	27.8	4	0	4	4
	28	DOUBLE YELLOW LINES	23.6				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	13.2	2	0	2	2
		MON-FRI 2PM-4PM PERMIT HOLDERS	59.3	9	9	2	0
		DISABLED BAY	5.5	1	1	0	
		DROP KERB	10.5				
		DOCTOR BAY MON-SAT 8AM-8PM	11	2	0	2	
		SINGLE YELLOW LINES	5.3		1	-1	-1

COLERIDGE RD	29	DOUBLE YELLOW LINES	32.7				
		MON-FRI 2PM-4PM PERMIT HOLDERS	75	11	13	1	0
		DROP KERB	12.4				
A103	30	DOUBLE YELLOW LINES	21				
		SINGLE YELLOW LINES	12.8				
		P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	66.5	11	1	10	10
		BUS STOP	16.5				
	31	P&D MON-SAT 9.30AM-5.30PM MAX 2HRS NO RETURN WITHIN 2HRS	56.9	8	3	7	5
		DROP KERB	25.6				
		DISABLED BAY	5.5	1	0	1	
		TAXI BAY	10.2	2	0	2	
CROUCH HILL	32	SINGLE YELLOW LINES	17				
		DROP KERB	35.2				
		UNRESTRICTED (BUT PROBABLY WOULDN'T PARK)	29.7	5	0	5	
	33	SINGLE YELLOW LINES	85.9				
		DROP KERB	17.8				
		SINGLE YELLOW LINES	44.1				
HARINGEY PARK	34	DOUBLE YELLOW LINES	6.5				
		PERMIT HOLDERS MON-FRI 10AM-NOON OR P&D MAX 1HR	12				
		PERMIT HOLDERS MON-FRI 10AM-NOON	23.4	3	2	2	1
IVY GDNS	35	PERMIT HOLDERS MON-FRI 10AM-NOON	57.6	9	7	2	2
		DOUBLE YELLOW LINES	6.2				
		PERMIT HOLDERS MON-FRI 10AM-NOON	47.9	7	8	0	0
CROUCH HALL RD CAR PARK	36	DROP KERB	8.5				
		MARKED BAYS	N/A	22	2	20	20

	CAPACITY (6m spaces)	Vehicles Parked	Spare Spaces	
			Observed	Capped
TOTAL (excl. bays for specific user groups)	349	277	120	87

Hornsey Town Hall Full Travel Plan

Date
July 2017

Stage/Revision Number
Planning submission / Rev 00





3rd Floor - Regal House - 70 London Road – Twickenham - TW1 3QS

Hornsey Town Hall Redevelopment

The Broadway
LONDON
N8 9JJ

Full Travel Plan (Draft)

July 2017

A report prepared on behalf of Crouch End (FEC) Ltd

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1 Context

1.1 Background

- 1.1.1 This Full Travel Plan (Draft) has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of Crouch End (FEC) Ltd in relation to the redevelopment of Hornsey Town Hall site and the surrounding plots to provide a mixed-use scheme.
- 1.1.2 The scheme proposals comprise 146 residential units ranging from one-bed to four-bed and non-residential floorspace totalling 8,003sqm. GFA.
- 1.1.3 The residential units would be primarily accommodated within two new-build blocks to the rear of the site, but with a small number brought forward within the refurbishment of the Broadway Annex and redevelopment of the mews area. The non-residential floorspace, which would primarily be within the retained Town Hall building, would accommodate a high-end hotel comprising 67 bedrooms, community / arts centre use over 3,653sqm. GFA, co-working employment floorspace over 553sqm. GFA and cafés / restaurants over 794sqm. GFA.
- 1.1.4 The development would be supported by forty-five (45) allocated parking spaces for the residential units and three (3) shared-use spaces for visitors to both the residential units and the other non-residential operations, with further scope for three vehicles to park within the forecourt for those with disabilities attending an event within the community floorspace.
- 1.1.5 In addition to the two existing car club spaces on Hatherley Gardens the development would support a further two car club spaces either within or close to the site, as well as general forecourt access by those with mobility difficulties in addition to the three parked vehicles.
- 1.1.6 The travel plan seeks to manage travel to and from the site by sustainable travel means by managing the levels of parking and by promoting and improving alternative means of access.
- 1.1.7 This Travel Plan corresponds with the general requirements of a Full Travel Plan, which will be ATTrBuTE compliant, and is in line with the current Transport for London (TfL) guidelines (*'Travel Planning Guidance'*, November 2013), as well as reflecting scoping agreed with LB Haringey.
- 1.1.8 The nature of the Travel Plan is to act as a live document, thus with this being the first (draft) version produced to support the scheme at this application stage. This document will be monitored and reviewed periodically in accordance with an agreed timetable, leading to further versions of this Travel Plan coming forward as revisions and/or updates.
- 1.1.9 Preparation of this first version of the Travel Plan at this stage is an appropriate tool to put forward the form and extent of measures and strategies which will be brought forward as the scheme progresses, but with sufficient flexibility to these given that site-specific travel characteristics for all user groups are not yet known. The measures and strategies take into account the locational characteristics of the site and general good practice.

- 1.1.10 In preparing this first version of the Travel Plan, this also provides the reviewing authority (LB Haringey) with the continued confidence that the development is being brought forward with effective travel planning integral to the scheme. It also demonstrates that the developer recognises the importance of sustainable travel and of managed servicing.
- 1.1.11 This Travel Plan details the commitments to support continued travel by sustainable modes and the measures to increase the choice of travel options for both residents, staff, guests and visitors frequenting the site. There are measures which would be brought forward prior to occupation, principally relating to the infrastructure to be provided, and measures to be brought forward at initial occupation of the development and then afterwards.
- 1.1.12 This Travel Plan considers the following:
- policy background relating to the preparation of travel plans and the roles of these, at each of the national, regional (London) and local levels (Section 2);
 - details of the existing accessibility of the site by all travel modes (Section 3);
 - setting of objectives and targets, with targets being developed to reflect the objectives for different site user groups and the current interim baseline (Section 4);
 - outline details of how the plan will be managed and the roles and responsibilities of key personnel – Travel Plan Co-ordinator and Deliveries & Servicing Co-ordinator (Section 5);
 - measures to be brought forward in relation to each mode, including marketing measures, to achieve the mode share targets and to manage servicing (Section 6);
 - details relating to the monitoring and review of the travel plan and its related measures, as well as to the scope of supporting surveys (Section 7);
 - timetable for the delivery of the Travel Plan and implementation of the related measures, coming together as an Action Plan, as well as indication of funding (section 8).
- 1.1.13 This Travel Plan details the package of measures to promote the use of sustainable travel choices to and from the Hornsey Town Hall redevelopment site, to reduce reliance on single occupancy vehicle travel to and from the site and to support a shift to other travel modes.
- 1.1.14 The Plan confirms a set of mechanisms, initiatives and targets which can together assist in reducing the impact of transport and movement on the environment, which is the overarching benefit of developing and implementing this Travel Plan at the site.

- 1.1.15 Effectively, there are a number of distinct types of journey which the travel planning measures need to consider – travel by staff to and from the hotel, food and beverage sites for the purpose of work, travel by guests to and from the hotel site and the arts / community hub and also residents to and from their homes and their visitors. Additionally, there will be delivery and servicing requirements to support the day-to-day operations of the hotel facility.

1.2 Development Summary

- 1.2.1 The proposals seek to bring forward the following mixed-use development:

Town Hall: Community Use of 3,653sqm. GFA
 Co-Working Employment Space of 558sqm. GFA
 Café / Restaurant Space of 506sqm. GEA
 Hotel of 67 Bedrooms (over 2,998sqm. GEA)

Broadway Annex: Café / Restaurant Space of 288sqm. GEA
 Residential Floorspace of 17 units

‘Rose Place’ Mews: Residential Floorspace of 9 units

New-Build Blocks (A/B): Residential Floorspace of 120 units

- 1.2.2 Thus, in summary, the proposed scheme currently comprises 8,003sqm. GEA of non-residential floorspace and 146 residential units.
- 1.2.3 With regard to servicing, this has been subject of a separate *‘Delivery Servicing Management Plan’*, which is being submitted with the application. In summary the DSMP suggests there would be on a typical day up to fifty-four (54) servicing vehicles seeking access of the site – forty-three (43) LGVs and eleven (11) OGVs. Weekend servicing is anticipated to be less.
- 1.2.4 The site is being supported by an overall provision of no less than 333 spaces for cycles, which include both short-term and long-term spaces for each of the land-uses, which accords with the current London Plan requirements and, as a result of this, LB Haringey emerging policy.
- 1.2.5 As mentioned above in this document it is intended to manage the number of vehicles to and from the site by both improving the non-car facilities and also by providing parking to operational minima. Thus, there would be forty-five (45) allocated car parking spaces for residents, three (3) spaces available for visitors of both the residential units and the non-residential uses and an additional two (2) car club spaces, with a further three (3) spaces within the forecourt for those with mobility difficulties attending the community space.

2 Policy Context

2.1 Background

- 2.1.1 A Travel Plan is a generic term for a package of measures tailored to meet the needs of individual sites, aimed at promoting more sustainable travel choices and reducing reliance upon the car, and travel plans can be applied to any type of development. For this London site the emphasis of the travel planning is to promote a low car-based mode share and to encourage a shift from car to public transport, cycling and walking.
- 2.1.2 A Travel Plan must be specific to a particular development and is crucially not a one-off document but an ongoing live process which grows and develops through time to reflect changes in travel behaviour. The plan will continuously evolve from this version accompanying the planning application, with the next stages being to review and update this version of the plan as more information becomes available relating to the various travel patterns upon occupation and sustained operation of the site.
- 2.1.3 Transport policy at all levels, national through to local, has been placing increasing emphasis on sustainability and the role of travel planning in supporting sustainable behaviour in terms of transport and land-use planning. Accordingly, this Travel Plan has been prepared in accordance with general good practice, but also being cognisant of policy commitments at the three levels and in particular the guidance issued by Transport for London (TfL).

2.2 National Policy Review

- 2.2.1 At the national level the drive for supporting sustainable travel and effective travel planning continues to be brought forward as part of the National Planning Policy Framework.
- 2.2.2 The National Planning Policy Framework, published by the Department for Communities & Local Government in March 2012, sets out the Government's planning policies for England and how these are expected to be applied, reiterating that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 2.2.3 The framework sets out twelve core land-use planning principles, with the following being relevant to this site: *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*.
- 2.2.4 The framework then moves forward to acknowledge that *'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel...'*

- 2.2.5 The framework identifies a number of considerations in relation to the location and design of development, with that of particular relevance to this site being to *'give priority to pedestrian and cycle movements, and have access to high quality public transport facilities'*. The framework then references that *'a key tool to facilitate this will be a Travel Plan'*.

2.3 Regional Policy Review

- 2.3.1 The London Plan provides the overall strategic plan for London, as it sets out a fully integrated economic, environmental, transport and social framework for the development of the Greater London area through to 2031. The current London Plan was adopted in March 2016 and it forms part of the development plan for the Greater London area. Chapter 6 of the London Plan deals with *'London's Transport'*, considering this broadly under two headings – *'Integrating Transport & Development'* and *'Connecting London'*.
- 2.3.2 Policy 6.1 *'Strategic Approach'* references that *'The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by...supporting measures that encourage shifts to more sustainable modes and appropriate demand management.'* Table 6.1 references *'increased use and power of travel plans for workplaces, residences and schools and individuals'*.
- 2.3.3 The requirement of a Travel Plan for such a development is referenced in Chapter 6 of the London Plan at Policy 6.3 *'Assessing Effects of Development on Transport Capacity'*, which includes the statement that *'workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance'*.

2.4 Local Policy Review

- 2.4.1 Emerging policy at the LB Haringey level is presented in the draft version of the Development Management DPD, with Policy DM31 *'Sustainable Transport'* referencing that:
- 'The Council will require the submission of a Travel Plan and a Transport Assessment / Statement in support of development proposals in accordance with the Transport for London thresholds.'*
- 2.4.2 There is no further reference within the *'Transport & Parking'* section of the draft version of the Development Management DPD with regard to travel planning.

3 Site Assessment

3.1 Site Location & Access

- 3.1.1 The development site comprises the main Hornsey Town Hall building (and extensions), which fronts onto the Town Hall Square which connects with The Broadway, the land to the rear which is accessed via Haringey Park and Weston Park, part of the Broadway Annex building which sits to the immediate north of the Town Hall Square and the mews area at the end of Rose Place which sits to the rear of the Broadway Annex building.
- 3.1.2 The main pedestrian entrance is onto the Town Hall Square, with this to be retained as the main pedestrian entrance to the non-residential floorspace to come forward within the main Town Hall building – primarily the hotel and the community floorspace. Pedestrian access of the site is also available via the gated vehicular accesses to the rear of the site, via Haringey Park and Weston Park, with pedestrian access via these streets to be retained also – primarily in relation to the residential units to be brought forward at the rear of the site.
- 3.1.3 Primary vehicular access will be via a single access point off of Haringey Park, with the existing vehicular access off of Weston Park to only permit such access for those seeking access of the retained garage units to the rear of properties along Weston Park and by emergency vehicles. Secondary vehicular access will come forward, by means of prior arrangement, via Hatherley Gardens, which will be to support access for those with mobility difficulties.
- 3.1.4 The Broadway running directly in front of the Town Hall Square is key two-way highway, connecting the A103 which runs from Hornsey in the north-east to Lower Holloway in the south and the A1201 which runs from Muswell Hill in the north-west to Finsbury Park and Highbury in the south-east. These key routes support a number of local bus services.
- 3.1.5 There are currently four different bus routes which operate services via stops within a short walking distance of the site, with the bus stops closest to the site being located along or close to The Broadway as it runs through Crouch End to the west of the site. A further route runs via Ferme Park Road, near to the junction with Weston Park to the east of the site. These bus services connect with other public transport modes at key nodes such as Finsbury Park.
- 3.1.6 A site plan illustrating the location of the site in the context of the surrounding area is included at **Appendix A**.

3.2 Pedestrian Environment

- 3.2.1 The streets within the vicinity of the site are supported by a network of footways running along both sides of the roads, supporting pedestrian connectivity around the site and the surrounding local area. The footways are generally well-maintained and in good condition. Footways along both sides of the main thoroughfares of Crouch Hill, Crouch End Hill, The Broadway, Park Road and Broadway Parade (Tottenham Lane) are of general good standard and along certain stretches relatively wide.

- 3.2.2 Signal-controlled crossings are in operation at the major road junctions within the vicinity of the site, at the Crouch Hill / Crouch End Hill / The Broadway junction and at The Broadway / Crouch Hall Road / Park Road / Broadway Parade (Tottenham Lane) junction. Pedestrian crossing points at these junctions have dropped kerbs and tactile paving. There is also a stand-alone signal-controlled pedestrian crossing on The Broadway a short distance to the north of Town Hall Square, also with dropped kerbs and tactile paving.
- 3.2.3 Zebra crossings are located on Park Road, close to the junction with Middle Lane, and across Middle Lane, by the junction with Park Road, both with dropped kerbs and tactile paving, with a further zebra crossing situated on Broadway Parade / Tottenham Lane by the junction with Elder Avenue, again provided with dropped kerbs and tactile paving
- 3.2.4 The provision of these dedicated and formal pedestrian crossing facilities at key locations along local desire lines supports a high level of pedestrian connectivity between the site and the public transport facilities operating in the local area, as well as the range of other local facilities, such as retail and food / drink opportunities.
- 3.2.5 With the footway network and controlled crossing facilities available within the vicinity of the site the pedestrian environment is considered to be of an overall very good level, when also considering accommodation of key pedestrian desire lines, quality of the pedestrian infrastructure and maintenance of pedestrian facilities, though with limited signage.

3.3 Cyclist Environment

- 3.3.1 The TfL Local Cycling Guide 4 identifies a network of '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads*', with one such local route being that running from Hornsey High Street via Tottenham Lane, Inderwick Road and Oakfield Road through to Finsbury Park. From the site this route may be accessed via Weston Park or Ridge Road, both classified as '*other roads that have been recommended by cyclists*'.
- 3.3.2 Additionally, Parkland Walk is a 3km stretch of disused railway track which provides off-road facilities for pedestrians and cyclists, which can be accessed with respect to the site via either Crouch Hill or Crouch End Hill. This off-road route runs between Highgate and Finsbury Park.
- 3.3.3 Within the vicinity of the site there is public cycle parking comprising five stands, with the capacity to accommodate ten cycles, outside Barclays Bank on the Town Hall Square and four stands, with the capacity to accommodate eight cycles, outside the main entrance to Hornsey Library on Haringey Park. Additional cycle parking facilities are provided along a number of neighbouring streets, including Crouch Hill, Crouch End Hill, The Broadway, Coleridge Road, Crouch Hall Road and Broadway Parade / Tottenham Lane, all within 200m of the site.

3.4 Public Transport Environment

- 3.4.1 The measured public transport accessibility level (PTAL) for the site area has a score of 3, which corresponds to 'moderate' accessibility by public transport.

- 3.4.2 There are currently four different bus routes which operate services via stops within a short walking distance of the site. The bus stops closest to the site are those located along Crouch End Broadway, which in the southbound direction sits directly in front of the Town Hall Square and in the northbound direction sits a short distance to the north of the Town Hall Square. A further route is available from the bus stops in Ferme Park Road, close to Weston Park.
- 3.4.3 Table 3.1 presents a summary of the bus routes operating within an acceptable walk distance of the site, identifying typical daytime frequencies and the nearest stops as well as a route summary. TfL's bus spider map for the Hornsey area is provided at **Appendix B**.

Route Number	Route Summary	Closest Bus Stop	Typical Hourly Freq.
41	Tottenham Hale – Seven Sisters – Turnpike Lane – Hornsey – Crouch End – Archway	Crouch End Broadway / Park Road	10
91	Crouch End – Hornsey Rise – Caledonian Road – King's Cross / St Pancras – Euston Station – Holborn Station – Trafalgar Square		8
W3	Northumberland Park – White Hart Lane Station – Wood Green Station – Alexandra Palace – Crouch End – Finsbury Park Station	Ferme Park Road / Weston Park	10-11
W5	Harringay Sainsbury's – Harringay Station – Crouch End – Whittington Hospital - Archway	Crouch End Broadway	5-6
W7	Muswell Hill Broadway – Alexandra Park – Crouch End – Crouch Hill Station – Finsbury Park Station	Crouch End Broadway / Town Hall	12
		CUM. HOURLY FREQ.	45-47

Table 3.1: Summary of Local Bus Services

- 3.4.4 All the buses operating within the vicinity of the site are low-floor vehicles which can be lowered to pavement level when the bus stops and the doors open, ensuring that this key mode of travel is accessible to those with mobility difficulties, so fully inclusive. The vehicles have easy access ramps and sufficient space on-board for a wheelchair, be it motorised or non-motorised, though not for all scooter models.
- 3.4.5 Although there are no London Underground, Overground or National Rail stations within the vicinity of the site, in terms of the PTAL threshold, both the W3 and W7 bus services provide convenient access to the Finsbury Park transport hub, with a journey time of around 15 minutes. Finsbury Park is served by the Piccadilly and Victoria underground lines, several additional bus routes and a number of National Rail services.
- 3.4.6 Additionally, Crouch Hill station on the London Overground network is located approximately a kilometre to the south of the site and similarly connected to the site by the W7 bus service, as well as sitting only marginally outside of the PTAL threshold distance of 960m.

- 3.4.7 Table 3.2 presents a summary of the National Rail services currently operating via Finsbury Park station, whilst Table 3.3 presents a summary of London Overground and Underground routes operating via Crouch Hill and Finsbury Park stations respectively. Each table identifies the typical daytime frequencies and a route summary.

Route Summary		Typical Hourly Freq.
Great Northern	Moorgate – Old Street – Highbury & Islington - Finsbury Park – Enfield Chase - Hertford N. – Stevenage – Hitchin - Letchworth	3
	Moorgate – Old Street – Finsbury Park – New Barnet – Potters Bar – Hatfield - Welwyn Garden City	3
	Moorgate – Old Street – Finsbury Park – Palmers Green – Enfield Chase – Hertford North	3
	King’s Cross – Finsbury Park – Stevenage - Hitchin – Biggleswade – Huntingdon - Peterborough	2
CUM. HOURLY FREQ.		11

Table 3.2: Summary of National Rail Services from Finsbury Park

Route	Route Summary	Typical Hourly Freq.
Overground	Gospel Oak – Upper Holloway – Crouch Hill – Harringay Green Lanes – South Tottenham – Walthamstow Queen’s Road – Leytonstone High Road – Wanstead Park - Barking	4
Victoria Line	Walthamstow Central – Finsbury Park – King’s Cross St Pancras – Euston – Oxford Circus – Victoria – Vauxhall - Brixton	28-30
Piccadilly Line	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross St Pancras – Leicester Square – Earl’s Court – Hammersmith – Hounslow Central – Heathrow Airport	12
	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross – Holborn -Leicester Square – Knightsbridge – Earl’s Court – Acton Town – Rayners Lane	3
	Cockfosters – Bounds Green – Wood Green – Finsbury Park – King’s Cross – Holborn - Leicester Square – Knightsbridge – Earl’s Court – Acton Town – Rayners Lane - Uxbridge	3
CUM. HOURLY FREQ.		50-52

Table 3.3: Summary of Local Overground & Underground Services

3.5 Highways & Servicing Environment

- 3.5.1 The A103 runs to the immediate west of the site and operates as a local strategic road corridor between Lower Holloway to the south and Hornsey to the north. In the vicinity of the site it comprises Crouch End Hill, The Broadway, Broadway Parade and Tottenham Lane. It runs as a two-way single carriageway.
- 3.5.2 This intersects with the A1021 at both the northern end of The Broadway, at the junction with Park Road which then runs off to the north-west towards Muswell Hill, and the southern end of The Broadway, at the junction with Crouch Hill which then runs off to the south-east towards Finsbury Park. Similarly, these roads runs as two-way single carriageways.
- 3.5.3 Weston Park runs to the north of the site and Haringey Park to the south of the site, with Hatherley Gardens immediately to the west, running off of the Town Hall Square through to Haringey Park. These local roads all fall within the Crouch End CE-A controlled parking zone, within which between the hours of 10:00 and 12:00 Monday to Friday only those with permits are allowed to park within certain on-street parking banks.
- 3.5.4 Along Weston Park, within the vicinity of the site, the majority of the on-street spaces are those subject to the controlled parking zone restrictions, other than within the initial stretch running off of The Broadway which provides separate facilities for the purpose of loading / unloading, motorcycle parking, parking by those with disabilities and a small number of general 'pay and display' spaces.
- 3.5.5 Along Haringey Park, within the vicinity of the site, again the majority of the on-street spaces are those subject to the controlled parking zone restrictions, but immediately in front of the library building the parking bank generally operates as shared-use permit holder / 'pay and display' parking, with motorcycle parking and parking for those with mobility difficulties again provided. There is also a dedicated on-street loading bay close to the Crouch Hill junction.
- 3.5.6 Along Hatherley Gardens the on-street parking is provided typically along the western side of the road and this being subject to the controlled parking zone restrictions. There are, however, two separate banks of on-street parking along the eastern side of road – one close to the junction with Haringey Park which accommodates two car club spaces and one close to the Town Hall which accommodates two disabled parking spaces.
- 3.5.7 With regard to site servicing, the existing Town Hall site is supported by an open on-site service yard area leading into an undercroft area, which is currently accessed via Weston Park to the north of the site, whilst the Broadway Annex and mews area, that at the end of Rose Place which runs off of The Broadway, are currently serviced on-street via a number of permitted locations for the purpose of loading / unloading.

4 Objectives & Targets

4.1 Background

- 4.1.1 In order to ensure the success of the Travel Plan it is important to identify and set clear overarching objectives from the outset. This section puts forward the overriding aims and objectives of the Travel Plan in support of the scheme in accordance with policy.
- 4.1.2 Whilst it is acknowledged that there are several distinct travel groups – residents, site staff and guests, visitors - a number of the objectives are appropriate for each of these. There are, however, some objectives which sit better with one travel group over the other.

4.2 Objectives of the Travel Plan

- 4.2.1 The objectives of this Travel Plan are set to minimise the impact that the development has upon the surrounding travel networks in terms of congestion, to minimise environmental impacts from transport and to encourage the usage of sustainable travel modes, in particular ‘slow’ modes of walking and cycling and public transport where more appropriate to do so.
- 4.2.2 As such, the general objectives of this Travel Plan are to:
- encourage and promote sustainable travel choice through sustaining and increasing walking, cycling and public transport use;
 - encourage and promote healthy travel choice through sustaining and increasing walking and cycling as preferred travel modes in particular;
 - seek to remove any reliance on single occupancy private car travel, as well as on car travel in general, other than for those with disabilities where this may be most practical;
 - reduce congestion for all travel user groups on the preferred mode of travel;
 - manage servicing activity related to the site to minimise disruption to other road users;
 - provide incentives and disincentives for site users to achieve these objectives.
- 4.2.3 These general objectives support environmental benefits through encouraging non-car travel and better use of car travel, health benefits through encouraging walking and cycling in particular, and economic benefits through reducing congestion and minimising disruption to others. These benefits are overlapping and not mutually exclusive.

Site Staff Travel Objectives

- 4.2.4 Staff trips are those for which there is greater scope for the Travel Plan to directly influence. This would be undertaken through the supporting infrastructure to be brought forward on site, which would generally permit only pre-arranged vehicular access for servicing and for those with mobility difficulties, but dedicated secure and covered cycle parking and changing / showering facilities. As such, the principal objectives of the Travel Plan for staff are:
- to remove the need for car-based staff travel to the site, other than for those employees with mobility difficulties and with no realistic alternative;

- to maximise the level of cycling to and from the site through the provision of high-quality facilities on-site, such as cycle parking and shower / locker arrangements;
- to maximise the level of walking by considering staff from within a local catchment, but not to the preclusion of adhering to employment discrimination rules;
- for those outside of the practical walk and cycle catchments, to encourage the use of public transport through raising travel awareness of the available travel options;
- to promote healthy and environmentally-friendly lifestyles as part of the discussions relating to travel choice.

Hotel Guest Travel Objectives

- 4.2.5 Guest trips, both business-based and leisure-based, are those for which there is a lesser scope to directly influence, but similarly there are measures in place such as through the infrastructure which again would provide generally for pre-arranged vehicular access for servicing and for those with mobility difficulties only, which emphasises to guests that sustainable travel and travel planning is an integral ethos of the site's operations.
- 4.2.6 The Hotel operator is to provide also as part of a funding package a shuttle service for hotel guests for pick-up and drop-off between the site and a nearby station. Typically it is anticipated that this service would run between the site and Finsbury Park, subject to appropriate stopping arrangements being available, but this would not be to the preclusion of the shuttle service running between the site and alternative public transport nodes to reflect the demands of the user groups.
- 4.2.7 As such, whilst the Travel Plan objectives for the hotel guest group share the same principles of many of those for the site staff group, the principal objectives for guests are:
- to minimise car-based travel to the site by providing pre-arranged vehicular access of the site for pick-up / drop-off for guests with mobility difficulties only, with hotel management investigating scope of off-site parking during such periods that the vehicle is not required;
 - to maximise the use of public transport and the shuttle service through raising travel awareness of the available travel options, particularly for the main journey to and from the hotel site;
 - to increase the levels of both walking and cycling through raising awareness of the practicalities of these modes in relation to local journeys whilst staying at the hotel.

Residents

- 4.2.8 As with site staff, residents' travel patterns are considered to be those for which there is greatest scope for the Travel Plan to directly influence. Again, this would be undertaken firstly through the supporting infrastructure to be brought forward on site, which provides no more than forty-five (45) allocated parking spaces on-site but also two (2) additional car club spaces as well as a significant level of cycle parking within secure and covered internal locations.

4.2.9 Given the operation of a CPZ within the vicinity of the site and the offer to provide all residents with access to the car club spaces, then this will have the aim of actively reducing the level of car trips from the residential units to and from the site. As such, this group has the following objectives, similar to both the site staff and hotel guests group:

- to minimise car-based travel to the site by limiting the number of parking spaces available both on-site and off-site;
- to maximise the use of both walking and cycling through raising awareness of the practicalities of these modes to access local services;
- for those journeys where it is practical to do so, encourage a shift from public transport to walking and cycling, otherwise seeking to sustain the public transport mode share.

Visitors

4.2.10 Visitors to the site will be encouraged to use the range of non-car modes of access. Within the 'Home Users Guide', which will be distributed to all residents on occupation of the units, this will encourage the residents to inform visitors of the options for access to the site, including reference to the exclusion from being able to access on-street visitor parking permits.

4.2.11 With regard to visitors to the community floorspace, promotional literature will emphasise the means of traveling to / from the site by non-car modes and that there would be generally no parking on-site available to them, unless with mobility issues. For events of a certain magnitude, separate event management plan arrangements will be in place, which will include extension of the shuttle service operation to event goers also.

4.3 Initial Targets

4.3.1 It is best practice that Travel Plan targets be based on measures brought forward from the analysis of current travel patterns of the actual use to which the Travel Plan relates. Evidently the site is not yet operational, with a scheduled phasing to construction. It is thought that construction would commence on the residential units during the early part of 2018, with completion of the first phase by end of 2019.

4.3.2 Thus it is considered a sound approach that targets be formally set following the first series of operational surveys undertaken as part of the first review within six months of opening. This will also be the case for the subsequent phases of the development.

4.3.3 These surveys will be undertaken within three months of the opening of each land-use of the development becoming fully operational, so as to ensure that the first full review and monitoring period and preparation of the Full Travel Plan can be undertaken within the first six months of operation (of each land-use). These surveys will be ATTrBuTE-compliant.

4.3.4 The Transport Assessment report submitted with the planning application has put forward typical mode shares for the different uses on the site and these inform the interim setting of mode share targets, albeit that the mode share data for each of the land-uses includes different user groups. These are put forward for the three main land-uses to come forward – the residential units, the hotel operation and the community floorspace.

- 4.3.5 These interim site mode shares will be formalised progressively upon the first series of surveys undertaken with regard to each of the key land-uses, with those for the community floorspace based on an average of the daytime event and evening event mode shares. These surveys would be undertaken within three months of initial occupation and operation of the individual-land use, with corresponding monitoring and review completed within six months of initial occupation and operation, but Table 4.1 summarises these interim mode splits.

	RESIDENTIAL	HOTEL	COMMUNITY
Car Driver / Taxi	10.48%	7.80%	5.12%
Car / Taxi Passenger	0.56%	3.62%	5.12%
Motorcycle	2.23%	-	-
Underground	46.15%	36.49%	56.98%
Rail	6.80%	5.29%	8.34%
Bus	14.60%	11.42%	18.07%
Bicycle	12.38%	0.56%	0.39%
Foot	6.80%	34.82%	5.98%
TOTAL	100%	100%	100%

Table 4.1: Summary Mode Splits – Pre-Surveys

- 4.3.6 Based on the background data available to date and the site's characteristics in terms of infrastructure provided and the range of travel modes available, interim targets have been developed against the principles of being SMART (specific, measurable, attainable, realistic and timebound). These targets also correspond with the previously-referenced objectives.
- 4.3.7 The interim five-year targets are presented in Tables 4.2 to 4.4 in relation to trips associated with the residential units, with the hotel operation and with the community / arts centre respectively, starting from the end of Year 1 and then moving forward through a five-year monitoring period.

	YEAR 1	YEAR 3	YEAR 5
Car Driver / Taxi	10%	9%	8%
Car / Taxi Passenger	1%	1%	1%
Motorcycle	2%	2%	2%
Underground	46%	45%	42%
Rail	7%	6%	5%
Bus	15%	16%	17%
Bicycle	12%	13%	15%
Foot	7%	8%	10%
TOTAL	100%	100%	100%

Table 4.2: Summary of Initial Interim Mode Share Targets – Residential Units

	YEAR 1	YEAR 3	YEAR 5
Car Driver / Taxi	7%	6%	4%
Car / Taxi Passenger	4%	4%	4%
Underground	36%	33%	30%
Rail	5%	4%	3%
Bus	12%	14%	16%
Bicycle	1%	2%	3%
Foot	35%	37%	40%
TOTAL	100%	100%	100%

Table 4.3: Summary of Initial Interim Mode Share Targets – Hotel Operation

	YEAR 1	YEAR 3	YEAR 5
Car Driver / Taxi	5%	4%	3%
Car / Taxi Passenger	5%	4%	3%
Underground	57%	55%	53%
Rail	8%	7%	6%
Bus	18%	19%	20%
Bicycle	1%	3%	5%
Foot	6%	8%	10%
TOTAL	100%	100%	100%

Table 4.7: Summary of Initial Interim Mode Share Targets – Community Use / Arts Centre

5 Travel Plan Management

5.1 Background

- 5.1.1 It is crucial that all the different user groups at the site feel actively part of the Travel Plan in order that it is delivered successfully. Experience has shown that the most successful Travel Plans are those where all parties are consulted, feel part of the process and have a say in the measures which are implemented. The general management roles and responsibilities relating to this Travel Plan are detailed below.
- 5.1.2 It will be the Travel Plan Co-ordinator's responsibility to ensure that the various groups become socially responsible and aware of the consequences of their decisions on the environment. It will be the responsibility of the TPC to ensure that sufficient travel information is available quickly and conveniently and that reception staff of the hotel and community use and also any resident concierge staff will be able to deal with travel queries to the best of their ability, so all groups can also contribute to these responsibilities indirectly.

5.2 Travel Plan Co-ordinator

- 5.2.1 The Travel Plan Co-ordinator (TPC) going forward with this draft version of the plan is Barrie Sheppard from the transport consultancy which drafted the plan. Once the developer is ready to open the facility then a nominated member of staff or someone from the management company will take over the role. The TPCs contact details are as follow:

Barrie Sheppard
Technical Director
TPHS Ltd

Tel. 0208 622 4430
E-mail barrie@tphs-ltd.co.uk

- 5.2.2 The TPC is responsible for implementing and monitoring the Travel Plan, as well as being responsible for ensuring that all aspects of the Travel Plan are fully integrated and co-ordinated. This will ensure that the most sustainable travel modes form the basis of the operator's travel policy. The role and responsibilities of the TPC include:

- produce further versions of the Travel Plan, taking forward this interim as a template;
- ensure information is provided to all site user groups in an appropriate format;
- prepare Travel Information Packs or similar literature / multi-media material;
- undertake personalised travel planning for site staff and residents;
- act as the first point of contact for any site transport issues;
- monitor and report as necessary on travel planning issues;
- liaise with the local planning and highway authority;
- conduct an annual Travel Survey of both residents, site staff and guest / visitor travel;
- promote sustainable transport initiatives and encourage use of the range of travel modes;

- act in parallel with the Deliveries & Servicing Co-ordinator (DSC) in relation to managing servicing; and
 - be aware of local travel initiatives and promotions.
- 5.2.3 The service yard arrangements and the controlled access to the visitor parking will be managed by the TPC either in tandem with or as part of the parallel role of DSC, including the allocation of timed slots for those undertaking deliveries or servicing on the site in accordance with the measures outlined in the '*Deliveries & Servicing Management Plan*' submitted with the application in tandem with this plan and the Transport Assessment.
- 5.2.4 Whilst the Travel Plan Co-ordinator and Deliveries & Servicing Co-ordinator roles will be undertaken as part of the individual's general role, these roles and responsibilities will be reflected in their duties and time set-aside to undertake them. Any subsequent changes to these appointments will be notified to the relevant London Borough of Haringey representatives within four weeks of change of personnel.

6 Measures to Achieve Mode Share Targets

6.1 Background

- 6.1.1 In order to successfully achieve the objectives of this plan it is important to ensure that measures are set out for all modes and that there is a combination of benefits and disincentive measures. This section of this first version of the Travel Plan, issued as a draft, outlines measures which would be implemented to encourage sustainable travel to / from the site.
- 6.1.2 In general, unless otherwise referenced, these measures are applicable to all travel groups.

6.2 Information Provision & Marketing

- 6.2.1 Information provision is recognised as being of central importance. As such, information about the Travel Plan will be distributed in a number of ways including:
- initial marketing literature for the residential units, hotel and community use to include reference to the sustainable travel opportunities, such as by bus or underground, developed by the TPC;
 - the residential aspects of the travel plan will be contained within a 'Home Users Guide';
 - personalised journey planning by the TPC, primarily for site staff and residents of the development but also offered to hotel guests and visitors upon request and with assistance from other site staff;
 - written and other media promotional material;
 - verbal induction to site staff at commencement of employment to include TPC;
 - summary of key travel opportunities at time of check-in (hotel) and, at other times, upon request of the guest by general reception staff;
 - travel notice boards and/or equivalent multi-media areas within foyers of residential units and community / arts area accessible by staff and guests / visitors; and
 - support for and links to national sustainable travel events.

Staff / Employees

- 6.2.2 All marketing material will emphasise sustainability of travel at the site. Upon employment, all new staff will be issued with a 'Welcome' letter, within which there will be advice as to how to access the site by public transport and also the 'cycle to work' programme, as well as further information outlining the Travel Plan and how the individual can obtain further information with regard to sustainable travel. This will be prepared by the TPC and provided to employees before the first day of opening. Summary information will be provided to guests also.
- 6.2.3 The 'Welcome' letter and any supporting material will be regularly updated by the TPC, to ensure that awareness of sustainable travel options is established from the outset. Similarly, the TPC will ensure that the other methods of communication, such as the notice boards or any multi-media sites, are continually updated and maintained for access by both staff and guests. There will be a monthly staff newsletter through which there will be further communication about the Travel Plan and the sustainable travel options and initiatives.

- 6.2.4 It will be imperative that the Travel Plan is marketed such that site staff / employees in particular will be aware of the initiatives, mechanisms and targets which have been put into place. In marketing the Plan, staff will be made aware of the travel options and incentives which are available to them and also be aware of the part they will be playing in meeting the targets of the plan. Marketing will be the responsibility of the TPC.
- 6.2.5 A good time to continue to raise the profile of the Travel Plan will be at the time of special travel events held to mark occasions such as '*National Bike Week*', '*Walk to Work Week*' and '*Spring into Action*', again with the target of these initiatives being hotel and other site staff. Such initiatives will be incorporated into the newsletter reporting and separate notices incorporated into the employee's payslip in the preceding month to any such initiative.
- 6.2.6 Each staff communal area will have attached to it a notice board, which will be used to further promote the travel plan, with the corresponding measures and initiatives, and the range of travel access opportunities, in addition to the separate promotional events.

Residents

- 6.2.7 All marketing and information material would emphasise sustainability of travel at the site and at the time of each initial occupation each household would be provided within a '*Home Users Guide*' information outlining the Travel Plan, their travel options, the parking strategy, timetables, maps, other printed literature and / or web links which can be used to obtain further information. This material would be regularly updated by the TPC, to ensure that awareness of sustainable travel options is established from the outset and then maintained.
- 6.2.8 Similarly, the TPC would ensure that any other methods of communication, such as site notice boards, are continually updated and maintained, with these being installed and retained in prominent positions such as communal vestibule areas.
- 6.2.9 With regard to the notice boards and/or equivalent multi-media display, the Travel Plan Coordinator would ensure that these are regularly updated, with the information including details and maps showing existing public transport stops / routes and the location of nearby key services amenities. A link to the Journey Planner website by Transport for London would also be included within the information boards. Similar information would also be contained in the '*Home Users Guide*' which will be sent by the Coordinator to every household.
- 6.2.10 These notice boards or equivalent multi-media display would be installed prior to initial occupation by the Building Management or on their behalf by the works contractor.
- 6.2.11 With regard to the '*Home Users Guide*', which effectively are the 'Welcome' Packs for residents, these would include a letter from the Travel Plan Coordinator providing information about the Travel Plan and contact information, with further copies of local bus and rail timetables and route maps and of local area maps with key facilities highlighted. The pack would also include a free household invitation to have a personalised travel planning session with the Travel Plan Coordinator and a feedback survey, to allow for initial site-specific characteristics to be identified prior to the formal surveys.

- 6.2.12 The information within this pack will also set out clearly the parking access strategy, with confirmation that no resident on the site would be able to seek access of a parking permit to use CPZ CE-A or CPZ CE-B, with this applying equally to access to visitor parking permits.
- 6.2.13 *With regard to the personalised travel planning*, the free offer put forward would involve a one-to-one session with the Travel Plan Coordinator who would talk through all the Travel Plan measures which have been put in place and then provide details on the best way for the individual or group to undertake their key journeys as discussed. The initial feedback survey would include the scope for the individual / household to note the key journeys to be considered, so as to make best use of the personalised session.
- 6.2.14 In order to promote the start of the Travel Plan, the Travel Plan Coordinator, alongside the Travel Plan Steering Group, would implement a Travel Plan Launch event, which could take place as a one-off event or as a number of events over the course of a week. The launch event could include a combination of a travel planning stall giving away public transport timetables and local maps and of door-to-door promotion offering free personalised travel planning, but with the group encouraged to identify areas of promotion specific to the site.
- 6.2.15 The launch event would be staged within two weeks of the initial occupation reaching the 25% threshold or of three months of the initial occupation, whichever is the sooner.
- 6.2.16 After the Travel Plan launch event it is important to ensure that the travel planning measures and initiatives are kept in people's minds. As such, the Travel Plan Coordinator would investigate the scope to develop and introduce a community website within the following three months, containing information on the measures and providing links to important websites such as National Rail, TfL and Liftshare, as well as, providing a feedback facility for residents to make comments/suggestions.

6.3 Walking

- 6.3.1 It is envisaged that walking will be an important sustainable mode in terms of site access. Maps will be made available by the TPC, which will identify walking routes for those less familiar with the immediate area around the site. Discussions between site staff and guests, visitors and residents, when being provided the map, will similarly identify key local routes as well as addressing any particular requirement in terms of a walk to a particular destination.
- 6.3.2 In addition, information provision focusing on the health benefits of walking will be utilised in order to encourage staff to walk to and from the site.
- 6.3.3 Site management will discuss with representatives of London Borough of Haringey and, as required, Transport for London the scope to have installed 'Legible London' information boards adjacent to the Town Hall Square (close to the southbound bus stop) and adjacent to the library along Haringey Park, to support local walking journeys. Should these be forthcoming, these would be installed prior to occupation.

6.4 Cycling

- 6.4.1 Cycling is recognised as a key sustainable transport option to be encouraged, particularly for staff, as it is seen as an important mode choice for those journeys where walking becomes less attractive due to the distance to travel or to complete short journeys quicker than is possible by foot. The measures to be implemented will encourage and promote cycling.
- 6.4.2 Cycle parking provision will be provided to encourage this mode of travel. The use of all cycling provision, both short-term and long-term, will be monitored by the TPC and, if required, additional accommodation for cyclists brought forward if a demonstrable demand.
- 6.4.3 In addition to the cycle parking provision, shower, changing and storage facilities will be available for site staff, with storage space for clothing and equipment. These additional measures will particularly encourage people from greater distances to cycle, particularly in bad weather. Additionally, the TPC on behalf of primarily the hotel operator, but in discussions with operators of other facilities on-site, will promote the '*Cycle to Work*' programme, providing the opportunity to provide the individual interest-free loans (or similar) to purchase a cycle to increase the potential for encouraging cycling amongst staff.
- 6.4.4 The marketing and information material will actively promote Lift Share's '*Bike Budi*' scheme whereby the 'free to use' website matches cyclists with others taking the same route (<https://bikebudi.liftshare.com/>). Experienced cyclists can then impart their knowledge to inexperienced cyclists who would otherwise not ride alone. The site provides the user with additional information with regards to the CO2 and money savings made.
- 6.4.5 Within the first month of operation the TPC will confirm those site staff committed to and/or interested in cycling on a regular basis, to establish a cycle buddy database such that similarly inexperienced cyclists can be paired with more experienced cyclists from within the staff pool. This database will be reviewed no less than annually and extended to the residential units.
- 6.4.6 Cycle maps will be made available to inform people, residents and staff in particular but also guests and visitors upon request, of the safest routes in the vicinity of the site and to and from key destinations. The TPC will also assist individuals in accessing information about safe cycling, as well as having made available a list of local outlets from which individuals can obtain cycles and related equipment.
- 6.4.7 To better connect the site to the wider cycle network, site management will discuss with representatives of London Borough of Haringey and, as required, Transport for London the scope to have installed directional signage within the vicinity of the Weston Park access and on-street symbology, so as to bring forward Weston Park within the formal cycle route network and to connect with the existing route along Inderwick Road, and to install directional signage at street level at the Crouch Hill and Crouch End Hill accesses to the Parkland Walk. Should these be forthcoming, these would be installed prior to occupation.

6.5 Public Transport

- 6.5.1 In order to gain the most out of the available public transport services, there will be a strong emphasis on the promotion of these within the facilities and operations across the site via the promotional methods outlined.
- 6.5.2 The website www.tfl.gov.uk will be publicised as a useful public transport journey planning resource. Public transport will be promoted by means of information available within the various communal areas, such as the residential vestibules, staff communal areas and foyer area of the hotel, with site staff available to address any guest or visitor query.
- 6.5.3 The use of local bus, rail and underground services will be actively promoted. Information on all modes of transport in proximity of the site will be made available and kept up-to-date and distributed by the TPC. The TPC will also ensure that timetable and route information is made available. For site staff timetables and additional relevant information will be provided upon request, with these forming part of the information within the 'Home Users Guide' for residents. Further information for other site user groups will be presented in summary form.
- 6.5.4 The TPC will be actively able to provide guidance to site staff and residents in particular travelling to and from the site regarding appropriate routes and options, both on an ad-hoc basis and as part of personalised travel planning sessions. Similarly, the TPC will induct staff as to how assist guests and visitors with similar queries in relation to travel options to and from the site, both prior to their visit and also as required during their time at the site.
- 6.5.5 Additionally, the TPC on behalf of primarily the hotel operator but also in liaison with those involved with the other non-residential operations at the site will consider the scope to provide interest-free loans (or similar via a salary sacrifice scheme) for staff to purchase season tickets for travel by public transport.
- 6.5.6 Specifically with regard to guest travel associated with the hotel, guests will also be encouraged to use the shuttle service which will be introduced, typical to operate during certain busy periods of the day but with the scope and flexibility to operate in relation to demand. With this service picking up and dropping off close to the hotel entrance, be it either through agreement with TfL using the southbound bus stop along The Broadway or in lieu of this using the Town Hall Square forecourt area accessed via Hatherley Gardens, this service will be an important aspect of the site operations to encourage trips to the hotel by sustainable modes and be publicised prominently on the website and at booking.
- 6.5.7 This would be provided by the hotel operator as part of the travel plan funding package and would run between the site and a nearby station. Typically it is anticipated that this service would run between the site and Finsbury Park, subject to appropriate stopping arrangements being available, but this would not be to the preclusion of the shuttle service running between the site and alternative public transport nodes to reflect the demands of the user groups.

6.6 Event Management Planning

- 6.6.1 Whilst the measures within this plan have been developed and put forward also to support and encourage those travelling to and from the community floorspace to do so primarily by non-car modes, with regard to the staging of specific events at the site an additional Event Management Plan would become operational should attendance be above a particular level, the corresponding number which would be agreed with LB Haringey prior to first operation.
- 6.6.2 The primary measure to come forward within the Event Management Plan would be the extension of the shuttle service offer to those travelling to and from the event, again which would be during peak periods of activity in particular but with the continued flexibility for this to operate to best match the demands of site users. Use of the shuttle service would typically have to be pre-arranged, so that the operator can best match this offer to the user demands.
- 6.6.3 Additionally, the Event Management Plan would have the scope, under agreement with LB Haringey and with formal prior notification, to restrict vehicular access of Hatherley Gardens to residents of this street and those who have pre-arranged access of the forecourt area for the purpose of pick-up or drop-off, being those with mobility difficulties.
- 6.6.4 Access of Hatherley Gardens would be subject to licensed marshalling controls, so as to ensure that those with rights of access continue to benefit from these. All other users would be directed away from the site, so as to avoid unnecessary turning within Hatherley Gardens.

6.7 Measures to Minimise Car Use

- 6.7.1 There will be no formal allocated on-site car parking provided for the non-residential operations within the mixed-use development scheme. Forty-five (45) spaces will be allocated specifically for residents, in addition to the availability of two (2) additional car club spaces. Initially nine (9) of the residential spaces will be supported by access to electric vehicle charging, with a further nine (9) the scope to do over time should there be the demand.
- 6.7.2 There will be three (3) other on-site parking spaces, each designed to be used by all user groups. These would operate as shared-use spaces between visitors to the residential units and those visiting the non-residential operations within the main Town Hall building, primarily the hotel and the community floorspace. Use of this spaces will be strictly controlled and only available by means of pre-booking through the TPC or nominated representative, with priority use of these spaces being given to those with mobility difficulties.
- 6.7.3 The non-residential operations, again primarily the hotel and community floorspace, will have limited access of the forecourt area to the front area for the purpose of pick-up and drop-off, which again would be strictly controlled and only available by means of pre-booking and again for access for those with mobility difficulties. Additionally, there would be scope to park up to three vehicles associated with those mobility difficulties within the forecourt area in relation to attendance at an activity of event within the community floorspace.

- 6.7.4 This reduced general on-site car parking is brought forward in line with current policy and as a disincentive measure for all site user groups to drive. If the individual continues to wish to drive, they will do so through incurring costs for parking elsewhere. This strategy will actively constrain the propensity for individuals to drive to and from the site.
- 6.7.5 At the earliest stage, during induction, site staff will be made aware of the 'no parking' policy generally. This guidance will also form part of the promotional material, notice board information and verbal discussions with regard to the Travel Plan. Similarly, at the time of booking and through promotional material guests will also be made aware of this policy. This approach will apply equally to those travelling to and from the other uses on the site, in particular those attending events within the community area.
- 6.7.6 With regard to residents, they would similarly be informed of the restricted on-site parking and also of the legal agreement precluded them from accessing permits to park within the CPZ CE-A and the CPZ CE-B areas and also from precluding their visitors from accessing permits. This condition of access would be set out prior to any occupation of the residential units and confirmed within the information within the '*Home Users Guide*'.
- 6.7.7 For the small proportion of site staff who may consider driving as a realistic travel option to access the site, car sharing will be encouraged to reduce any single occupancy car-based trips, particularly where travel by other means may not be so practicable. To encourage this, the TPC will have access to information relating to staff addresses and shifts. Using this information the TPC will approach any car driver for which there may be a car sharing match and gauge the willingness of the individual to car-share.
- 6.7.8 Given the likely low overall car-based mode share and the likely high overall non-car mode share, the scope for car sharing may be exceptionally limited. However, it is put forward as an alternative for consideration and action accordingly by the TPC, initially undertaken within a month of any part of the non-residential floorspace opening and then annually subsequent to the first review, but considered most applicable to the hotel with the larger staffing pool.

6.8 Servicing Strategy

- 6.8.1 Servicing of the site will be subject to a separate '*Deliveries & Servicing Management Plan*' to cover both those servicing the site for the range of non-residential operations, particularly the hotel and community floorspace, and those servicing the site in terms of deliveries for the residential units. This plan also considers access in terms of refuse collection.
- 6.8.2 With regard to servicing, which is reported upon by means of a separate '*Deliveries & Servicing Management Plan*' which accompanies this application, on a typical weekday it is projected that there will be up to fifty-four (54) servicing vehicles requiring access of the site – forty-three (43) of these being LGVs and eleven (11) of these being OGVs. There will be lesser servicing activity anticipated at weekends, particularly in Sundays.

- 6.8.3 Provision of the dedicated on-site service yard area has been brought forward to support safe and legal loading facilities for those needing to service the site, other than the small number of residential units within the Broadway Annex and mews areas and the café / restaurant unit within the Broadway Annex which would be serviced from on-street. Those vehicles accessing the on-site facility would be able to do so by entering and exiting via the access on Haringey Park in forward gear and with no reversing either from the highway or onto the highway.
- 6.8.4 All suppliers and regular delivery companies will be notified of the timetabling booking system, as well as of the wider '*Deliveries & Servicing Management Plan*', with this reiterated each time an order is placed. Also, each time an order is placed, as much as is practicable, the service provider will be sent by e-mail a map confirming the location of the site and the local routing to be undertaken. The TPC, in conjunction with site operators, will review the service providers on a regular basis, no less than annually, seeking to use those who demonstrate best practice being registered under FORS or an equivalent scheme.

7 Monitoring & Review

7.1 Background

- 7.1.1 It is essential that the Travel Plan is monitored on a regular basis in order to establish the impact of the measures which have been introduced. Such monitoring will be required to determine modal share of journeys and the effectiveness of the package of measures implemented in order to identify progress with meeting overall targets and objectives.
- 7.1.2 In line with standard good practice, this first draft version of the Travel Plan will be reviewed and updated, as required, no less than three months prior to occupation of any part of the site, with the subsequent first stage of monitoring and review undertaken within the first six months of operation (of each of the three core land-uses on-site coming forward – residential, hotel, community floorspace).
- 7.1.3 The corresponding surveys would be undertaken within the initial three months of operation so as to ensure that the first full review and monitoring period leading up to the preparation of the Full Travel Plan can be completed within the first six months as required. Further monitoring and review will be undertaken annually thereafter, with monitoring reports issued to London Borough of Haringey representatives as both planning and highway authority and, if requested, representatives of TfL.
- 7.1.4 The results of the monitoring and any related actions will be reported back to the residents and staff groups by means of a resident and staff bulletin within monthly newsletters or equivalent, with a fuller version prepared for staff and residential management and available by others upon request. Additionally, regular feedback from residents and staff will be passed to the TPC with regard to any travel-related issues that arise.

7.2 Travel Surveys

- 7.2.1 Given the absence of data in relation to the pattern and methods of travel associated specifically with the uses on site, it is evident that an initial survey of travel patterns will need to be undertaken to determine actual baseline information as soon as possible, which as referenced above will be within three months of the opening of each individual land-use as it comes forward as part of the first review period. This will be the responsibility of the TPC.
- 7.2.2 Travel surveys will be undertaken on an annual basis until at least five years of full occupation across the site to establish changes which have occurred each year and whether the plan is on target. The Travel Plan Co-ordinator will assess the best way to distribute the survey, but potential options are distribution of hard copies amongst residential representative groups and staff of the hotel and community / arts centre at team meetings and / or through monthly newsletters (or equivalent) or an option of a survey online.

- 7.2.3 In terms of hotel guests and visitors to the community floorspace any feedback forum will include a question with regard to mode of travel, both in terms of arriving and departing at the start and end of their visit but also (for hotel guests) in terms of travel whilst staying at the hotel. Similar details will be enquired about through a random sample of guests at the time of hotel check-in and check-out and also with regard to attendance at certain events at the site, but with all guests and visitors enquired of these details on the agreed annual survey.
- 7.2.4 The initial baseline surveys and the subsequent annual surveys will collect data relating to resident travel, site staff travel, hotel guest travel, site visitor travel and servicing activity. As a minimum, the initial full survey at the end of Year 1 and the subsequent surveys in Years 3 and 5 will be ATTrBuTE -compliant.

7.3 Review

- 7.3.1 A period of review will follow each round of monitoring surveys. The objective of the review is to measure the performance of the Travel Plan and establish if changes are required to any of the measures in order to improve the performance of the Travel Plan and provide the best options to those based at the site, be they residents, staff, guests or visitors.
- 7.3.2 The analysis of survey responses will be the main source of information for the monitoring and review periods, along with consultation with the interested parties. Feedback will be given to the resident and staff groups, with them also notified at that time of any required operational changes which will be implemented and monitored continually.
- 7.3.3 In the event that the monitoring and review process finds that the Travel Plan is under performing and targets are not being achieved within an acceptable margin of error, the TPC will seek to arrange a meeting with representatives of the London Borough of Haringey to discuss the issues, including the possible reasons for failure, and agree whether or not further changes to the Travel Plan will be required and how these will be implemented.

8 Travel Plan Implementation

8.1 Background

- 8.1.1 The Travel Plan will be implemented by the TPC against the background of the vision being that the whole development will foster sustainable travel patterns from the outset and that these will be sustained over the long-term. Whilst some measures will require ongoing management, it is envisaged that the sustainable initiatives on the whole will become engrained into the daily operation of the all uses on site.
- 8.1.2 The scheme promoter is fully committed to the implementation and delivery of the Travel Plan for the development. Preparation and implementation of the subsequent full version of the Travel Plan, moving from this draft version once the individual land-uses becomes operational, will be secured by means of a condition of the planning permission.
- 8.1.3 Subsequent versions of the plan will continue to detail the monitoring and review of the implemented plan, thus continuing to provide the commitment to the plan's operation.
- 8.1.4 The costs of the infrastructure measures to be brought forward prior to opening, in summary the on-site infrastructure for the additional car club spaces, the shuttle service and the facilities both for cyclists and servicing in particular but also that to be used to display and relay travel information to residents, staff and guests, have been incorporated into the overall build-cost of the development, so not requiring a separate budget to implement.
- 8.1.5 With regard to the other measures to be brought forward, an internal budget will be agreed for the TPC in order that these can be introduced and the related marketing material and resident / staff engagement can be undertaken. Adequate resources will be allocated to ensure that the plan is further implemented and managed effectively as well as an allocation to support sustainable activities, with this agreed between the TPC and hotel management.
- 8.1.6 The costs of all monitoring surveys and reporting will be borne by the scheme promoter.
- 8.1.7 Representatives from the wider resident and staff groups, as well as regular visitor groups, will be sought by the TPC in order to provide a means of effective communication amongst the different groups, as well as between the staff and guests of the hotel. There will also be the potential for the staff and residents to assist the TPC with marketing and promotion of the Travel Plan and the related initiatives.

8.2 Implementation Timetable (Action Plan)

- 8.2.1 Table 8.1 provides a summary of when each of the core proposed measures would be implemented, providing a draft Action Plan for the Travel Plan.

TRAVEL PLAN ACTION	ACTION RESPONSIBILITY	IMPLEMENTATION DATE
Appoint Travel Plan Co-ordinator (TPC)	Scheme promoter	Prior to occupation
Appoint Deliveries & Servicing Co-ordinator (DSC)	Scheme Promoter	Prior to occupation
Notification of TPC / DSC to Haringey	Scheme Promoter	Prior to occupation
Prepare Travel 'Welcome' Letter / Home Users Guide (and other marketing literature)	Travel Plan Co-ordinator (with representatives of the individual uses)	Prior to opening / occupation of each land-use
Distribution / updating of 'Welcome' Letter / Home Users Guide, then of further travel information	Travel Plan Coordinator	Prior to opening / occupation, then ongoing
Distribution of travel information for visitor and guest groups on-site	Concierge / Reception Staff	Start of first visit / Throughout duration of stay
Travel Plan induction (staff) / Summary of travel options (guests)	TPC / Reception staff	Upon commencement of employment / At check-in
Undertake initial monitoring surveys	Travel Plan Co-ordinator	Within three months of initial opening / occupation of each land-use
Undertake first monitoring / review and preparation of Full Travel Plan	Travel Plan Co-ordinator	Within six months of initial opening / occupation of each
Undertake annual monitoring surveys and monitoring / review	Travel Plan Co-ordinator & Representatives	Annually following first monitoring / review
Provide personalised travel planning	TPC for residents and staff / TPC with other staff for guests / visitors	Ongoing
Install notice boards and related media outlets	Travel Plan Coordinator with Residential Management / Building Facilities Management	Prior to occupation of each land-use, then ongoing
Issue Staff and Resident Newsletter	Travel Plan Coordinator with Residential Management / Building Facilities Management	Monthly from opening
Investigations for car sharing residents and staff	TPC	Within 1 month of opening / occupation of facility, then ongoing review annually
Install on-site shower, changing and storage facilities	Facilities Management	As part of development / prior to first opening
Commence shuttle service for hotel guests	TPC / Hotel Operator	Prior to first opening of the hotel
Implement car parking / cycle parking strategy	Facilities Management / Residential Management / TPC	As part of development, then ongoing

TRAVEL PLAN ACTION	ACTION RESPONSIBILITY	IMPLEMENTATION DATE
Implement Servicing Management Strategy (SMS)	Hotel Facilities Management / Residential management / DSC	Prior to occupation of first individual land-use, then ongoing
Operation of SMS timetabling	DSC	Ongoing from opening
Provision of summary SMS information to suppliers	DSC / Hotel Facilities Management	Ongoing from opening
Review of servicing providers	Hotel Facilities Management / DSC	Periodically, but at least annually
Discuss scope for installation of 'Legible London' signage boards	TPC	Prior to initial occupation
Discuss scope to designate Weston Park as cycle route and implement additional cycle signage	TPC	Prior to initial occupation
Establish a cycle buddy database	Travel Plan Coordinator	Within 1 month of opening / occupation, then ongoing review annually
Provide offer of interest-free loans for staff to purchase cycle	Site Operators / TPC	Ongoing
Review scope to provide interest-free loans for staff for travel tickets	Site Operators / TPC	Ongoing
Stage promotional events	Travel Plan Co-ordinator & Representatives	Periodically, but at least annually

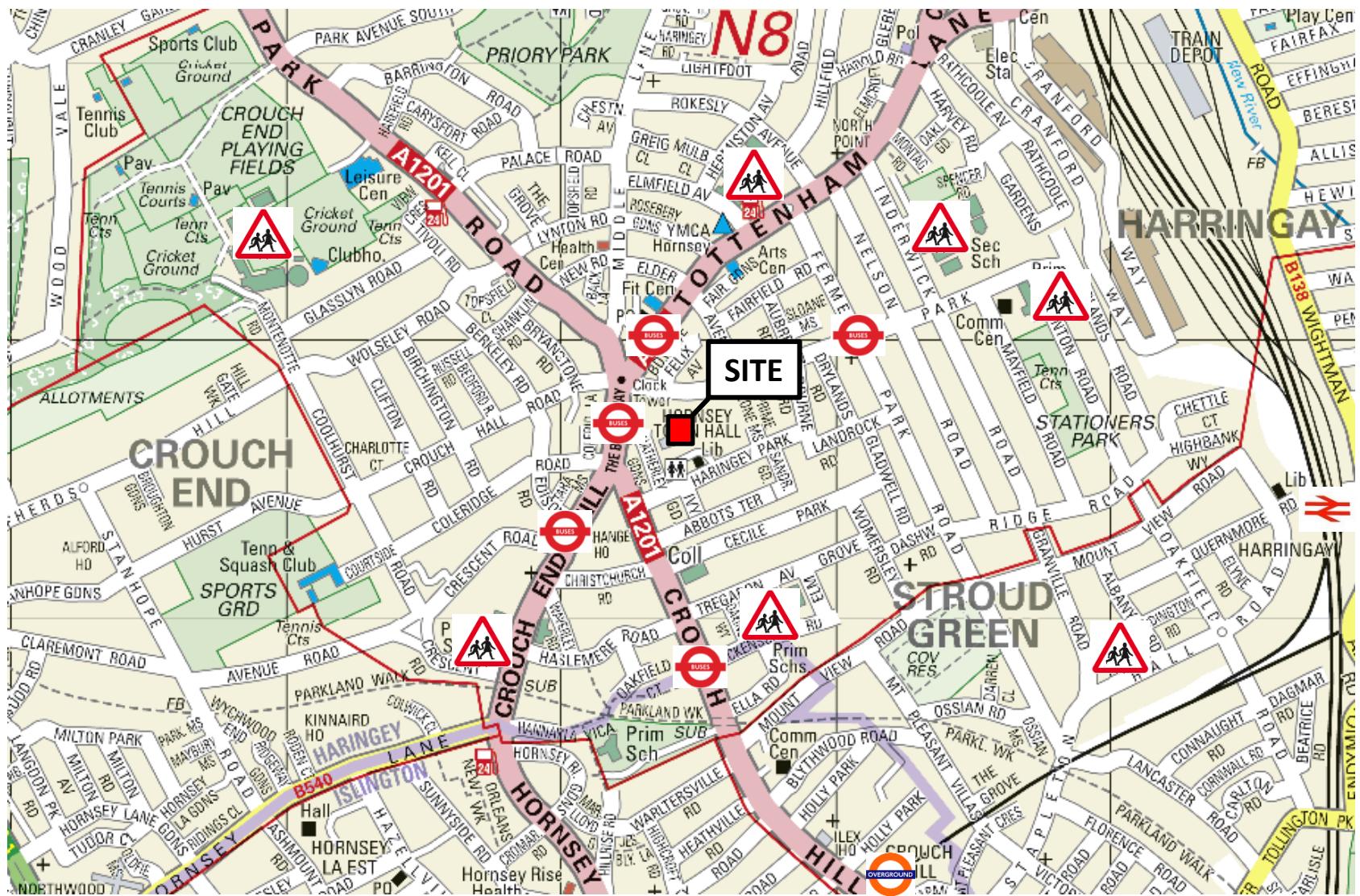
Table 8.1: Implementation Timetable (Action Plan)



APPENDICES



APPENDIX A



SITE LOCATION

Overground Station



Local Bus Stops



Local Schools





APPENDIX B

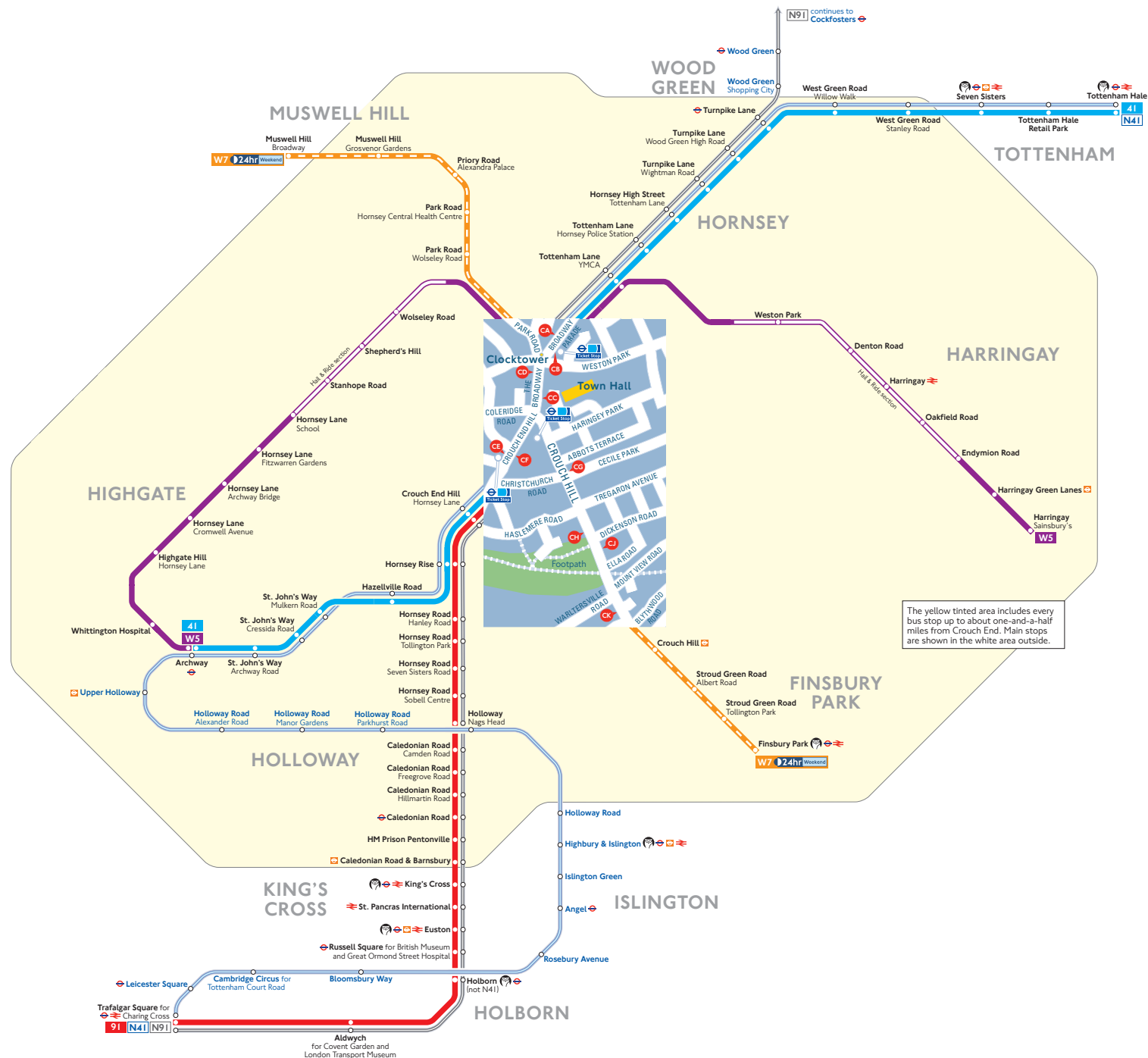
Buses from Crouch End

Route finder

Bus route	Towards	Bus stops
41	Archway	25 27
	Tottenham Hale	25 26
91	Trafalgar Square	25 27
W5	Archway	25
	Harringay	25
W7	Finsbury Park	25 26 27
24hr Weekend	Muswell Hill	25 26 27 28

Night buses

Bus route	Towards	Bus stops
N41	Tottenham Hale	CA CB
	Trafalgar Square	CB CA
N91	Cockfosters	CA CB
	Trafalgar Square	CB CA





Ardmore Construction Limited

Katy Venables
Whitecode Consulting
26-27 The Hill
Northfleet
Gravesend
Kent
DA11 2EU

16/10/2024

Dear Katy

Re: Hornsey Town Hall BREEAM Non-Domestic RFO 2014

With regards to the BREEAM Assessment for Town Hall and Hotel, we write to formally confirm the following:

Hea 01 and Pol 04

We can confirm that we have installed external lighting in accordance with Whitecode Consulting Ltd's drawings and specifications. Timers have been set to ensure that all external lighting, except safety and security lighting, is switched off between 23.00 and 7.00.

Tra 05

We confirm that we will be providing tenants with a copy of the Travel Plan prepared by TPHS, at handover.

Pol 03

We confirm that the drainage has been installed in accordance with Bradbrook Consulting's design. Additionally, the findings within their Flood Risk Assessment remain unchanged.

Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely

Elliot Bacon

For and on behalf of Ardmore Construction