



Highway Planning Ltd

Highways & Transportation Consultants

**THE HORNSEY CLUB,
TIVOLI ROAD,
HORNSEY
N8 8RG**

PADEL POD

TRANSPORT STATEMENT

NOVEMBER 2024

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Padel Pod to provide highway advice in respect of the proposed development of 4 padel courts on former tennis courts at The Hornsey Club.
- 1.2 The site benefits from a temporary consent for padel courts granted until the 30th October 2024 under reference HGY/2024/2070.
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located at the north end of Tivoli Road and to the east of the main cricket ground area. The site was formerly tennis courts. There is an informal car parking area to the south-east of the proposed courts.
- 2.2 Tivoli Road is a residential access road that forms a junction onto Wolseley Road. Glasslyn Road forms a link between Tivoli Road and Montenotte Road. Tivoli Road is subject to a 20mph speed limit and on-street parking is controlled by Resident Permit parking (Monday to Friday 2pm to 4pm). There are wide footways on either side of the carriageway.



- 2.3 The site is located close to public transport facilities. The following table demonstrates the walking distances to these facilities.

Destination	Walk distance
Bus stops – Wolseley Road (route W5)	150m
Bus stops – Park Road (route W7)	300m
Bus stops – Crouch End Broadway (routes 41/91/N91)	565m
Highgate underground station	1.56km
Hornsey Railway station	1.6km

- 2.4 The CIHT's document "*Guidelines for Providing Journeys on Foot*" recommends the following walking distances.

	Town Centres (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 2.5 The location of the site has a PTAL rating of 1a which is very poor. However, the above tables illustrate how the site is very accessible by public transport.
- 2.6 The proposed development comprises the retention of the 4 padel courts.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The highway considerations for the proposed development relate to the potential traffic activity that might be generated and the level of car parking demand.



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- 3.2 The site has been in operation since 30th June 2024 and the operator of the site has not experienced any parking or traffic issues since that time. The test, in planning terms, is whether the creation (or retention) of 4 padel courts would result in detrimental parking or traffic conditions when compared to the former use as tennis courts. During the consideration of the previous planning application comments were made that the tennis courts were no longer used to their full potential. That is not a determining issue: what must be assumed is that the tennis courts could have been used more effectively and could return to that level of usage in the event that the current padel use ceased.
- 3.3 In the officer's report for planning application HGY/2024/2070 the Council accepted that the principle of the creation of 4 padel courts was acceptable (para 6.7). The highway impact of the proposals was considered in paragraphs 6.26 to 6.29 of the officer's report. In paragraph 6.29 the statement was made "*It is considered by officers that the use of Padel, as a lesser known sport would not necessarily generate a higher trip generation over that of the previously existing use.*"
- 3.4 The padel courts are only available through a web-based pre-booking system and are open between 8am and 8pm. The courts can be booked for 60 minutes, 90 minutes or 120 minutes. During July to September the courts were booked for 25% during weekdays and 55% during weekends. From October to November the courts were booked for 5% on weekdays and 42% on weekends.
- 3.5 Approximately 30% of games are played as singles and 70% played as doubles.
- 3.6 Using the above experience of this site, it is possible to estimate worst-case scenarios of traffic movements, as follows:



Assuming doubles games generate the highest level of car use and assuming each player arrives in his/her own car. A booking for 60 minutes generates the highest turnover.

- 1 court = 4 persons per hour = 4 cars/hour
- 12 x 1 hour booking = 48 cars/day
- 48 cars x 2 movements/car = 96 movements/court

3.7 If the singles/doubles ratio is applied:

- 70% doubles x 12 hours @ 4 cars/hour = 34 cars
- 30% singles x 12 hours @ 2 cars/hour = 7 cars
- Total per court per day = 41 cars
- 41 cars per court per day = 82 movements

3.8 Thus, if each court was 100% utilised each day the theoretical traffic activity would be 4 x 82 movements = 328 movements. However, evidence from the preceding 5 months is that the **maximum** usage of the courts is 55% during the Summer weekends. This equates to a **daily** traffic activity of 180 movements. This maximum activity is generated at weekends and not for the whole Year. Weekday activity is significantly lower at between 5% and 15% (between 16 and 80 movements per day). Also the October to November opening was restricted to 8am to 4pm due to the lack of flood lighting – this would further reduce the daily average traffic activity.

3.9 The former tennis use included 3 tennis courts. In addition to the usual daily activity, the courts were used for after school lessons and school holiday “camps” for children aged 4 to 15 years. Typically, the after school lessons had 20 children attending and the holiday camps had 30 children. These activities generated traffic activity from parents dropping the children off and returning at the end of the lesson/camp.



- 3.10 Whilst tennis and padel are not “team” games they are social activities and can encourage car sharing and walking & cycling, combined with public transport use. This will effectively reduce the reliance on single-occupancy car usage.
- 3.11 There is no historic evidence of traffic impact issues being raised by the tennis use or the more recent padel use of the site.
- 3.12 In terms of parking demand, the site has the use of the informal car parking area to the south of the courts. This area is also used by the cricket club in the Summer months and was used by tennis players and parents for the after school and holiday activities. The experience from July to November for the current temporary permission shows that the existing parking facilities are sufficient to cater for the parking demand that is being generated, even at the busiest periods.

4.0 CONCLUSIONS

- 4.1 The site is in an urban location where accessibility by walking, cycling and public transport is very good, notwithstanding the PTAL rating of 1a.
- 4.2 The padel use of the site compares closely to the former tennis court use. The padel proposals do not include after school and holiday clubs for children.
- 4.3 The proposed retention of the padel courts has the benefit of a temporary consent during which there have been no traffic impact or car parking issues.



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- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.