

TRANSPORT AND CAR PARKING

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

PTALs are determined based on public transport infrastructure within 640m (bus stops) and 960m (rail/underground) of a selected location.

In the case of larger areas it is appropriate to assess a number of locations to understand all available public transport opportunities. The current online assessment toolkit is unable to incorporate walking routes that are not on the pre-defined road network. This can result in adopted footpaths, underpasses, footbridges and suitable walking routes within larger estates not being included by the online assessment and thus providing inaccurate scores.

In these instances it is common for additional site surveys to be undertaken to establish suitable walking routes and distances to public transport infrastructure. These measurements are then used to calculate a revised PTAL score for the selected locations. The PTAL is established for each location using a set formula. These indices can now be allocated to bands of PTALs where band 1 (1a and 1b) represents a low level of accessibility and 6 (6a and 6b) a high level. The table below shows the relationship between PTAL scores and the final PTAL levels. A value of 0 would indicate no access to the public transport network within the parameters given.

Discussions have taken place between PRP Transport and Haringey Council where it has been generally accepted that the online assessment toolkit does not reflect an accurate PTAL for Hillcrest. It has been agreed that the site is not a 1b (poor). Whilst the final conclusions of the revised assessment are still to be made preliminary discussions have agreed that in principle the site reassessment is likely to result in a PTAL in the range of 3 to 4.



This plan was produced by TFL in 2012 and shows outline PTAL scores for the London Borough of Haringey. We have highlighted the location of Hillcrest for convenience. Source: <https://www.tfl.gov.uk/cdn/static/cms/documents/haringey-2012-ptals.pdf>



This plan demonstrates the local transport network for all modes of travel. Hillcrest is located within close proximity to the A1 as well as underground rail services and bus routes.

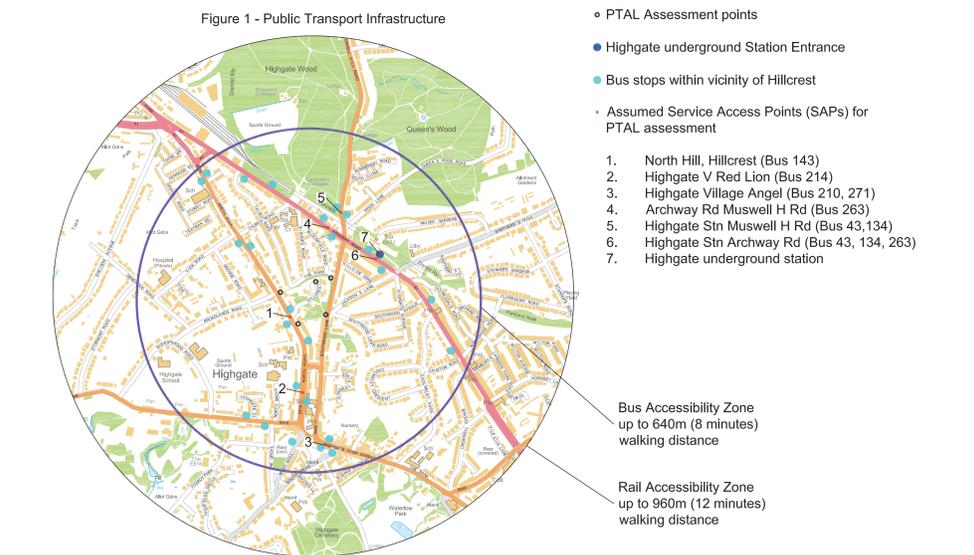
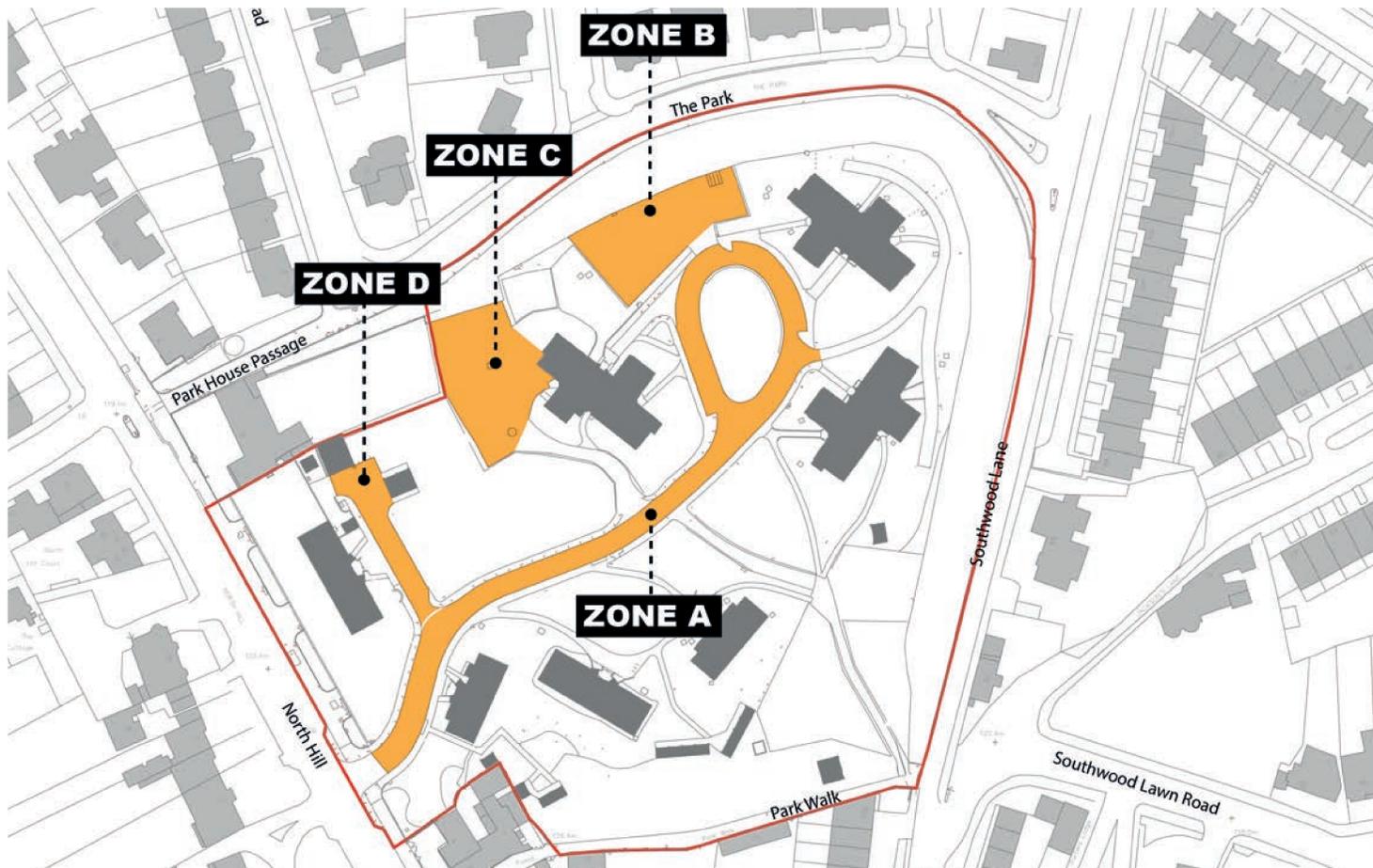


Figure 1 shows the location of all the public transport services that are being considered as part of the PTAL assessment for the development. It clearly demonstrates a high number of services potentially within 8 minutes walking distance from the site and we are currently establishing exact distances for these facilities. Pending completion of the assessment a formal report will be submitted to Haringey Council for their comments and approval.

CAR PARKING



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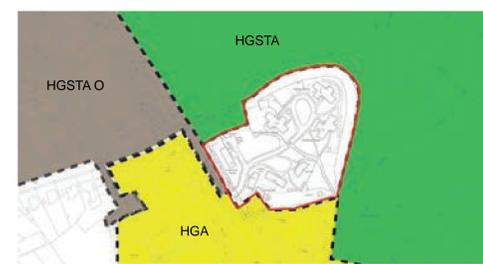
HIGHGATE PARKING CONTEXT

Haringey is a borough with high pollution and areas suffering from excessive traffic congestion. As part of a London-wide transport strategy, Haringey Council is committed to reducing car use in the borough and so reduce pollution, accidents, and delays to buses.

Controlled parking zones (CPZs) were first introduced in Haringey in 1994 to reduce traffic congestion, improve road safety and promote other forms of transport. Within the vicinity of Hillcrest there are a number of CPZs controlling areas of highway. Highgate CPZ (HGA) was introduced in March 2004, Highgate Station CPZ (HGSTA) was introduced in June 2005 and Highgate Underground Station Outer CPZ (HGSTA O) was introduced in July 2007.

All three CPZs operate Mon - Fri, 10am - noon. This type of restriction focuses on the removal of commuter parking from residential roads.

Based on the location of the CPZs Hillcrest could be reasonably incorporated into the Highgate HGA CPZ. This would require a formal consultation to discuss proposals and if agreed create appropriate traffic regulation orders.



Controlled Parking Zones in the vicinity of Hillcrest.

PARKING SURVEY

Survey works were undertaken on 23 October 2014 within the Hillcrest area. These surveys took the form of an automatic and visual assessment of traffic movements and parking. The parking beat survey extended the traditional scope of the 'Lambeth Methodology'. The Lambeth Methodology is well respected within the transport planning industry to understand local levels of parking. The parking survey took place between 04:00 and 19:30.

The start time of 04:00 was chosen as train services from Highgate Underground Station start from approximately 05:30. It is considered that the 04:00 survey represents the overnight residential parking within the development with all activity monitored subsequently.

The survey divided the internal areas within the estate into zones and these are shown on the plan above. Parking was observed in each of these areas at regular intervals and the findings are displayed in the table. This shows the overall parking numbers for each zone as well as an assessment of whether parking was related to residents, commuters or site workers.

A mid-week survey of the junction of B519 North Hill and Hillcrest was also carried out. This recorded all movements from the residential junction and also included recording number plates to assist in understanding movements by commuters and residents. The survey was undertaken between 06:00 to 20:00.

In broad terms the parking survey established that the site suffers from commuter parking as it is not in a

controlled parking zone. The movement survey shows that a number of vehicles enter the estate and leave when not able to locate a parking space.

The parking beat also established an approximate level of car ownership among existing residents of approximately 75 vehicles. It would appear that the estate can reasonably accommodate 82 vehicles with its current arrangement. It is possible for additional vehicles to park on site, however this has a detrimental impact on servicing and refuse collection.

The majority of residents do not appear to use their vehicles to commute and as a result there are limited parking opportunities for commuters during the day resulting in indiscriminate parking. It has been noted that works were taking place on site during the survey. Site worker movements were recorded as part of the survey.

	04:00	06:00	06:30	07:00	07:30	08:00	08:30	09:00	11:00	14:00	17:00	19:30
Zone A	29	28	29	29	29	31	31	32	30	31	28	27
Zone B	22	21	20	21	22	21	19	20	22	22	19	19
Zone C	16	16	16	19	20	23	22	23	24	24	15	14
Zone D	8	8	7	6	6	7	7	6	8	7	5	5
	75	73	72	75	77	82	79	81	84	84	67	65
Resident	75	73	71	70	69	70	65	61	62	65	58	62
Site Work	0	0	1	1	3	5	6	11	12	13	5	2
Commute	0	0	0	4	5	7	8	9	9	6	4	1
Other	0	0	0	0	0	0	0	0	1	1	1	1