

1 Introduction

Background

- 1.1 Broomfield House is a historic building within Broomfield Park that has been derelict for some years. The London Borough of Enfield (LBE) has set up the Broomfield House Task Force (BHTF) to oversee the restoration and redevelopment of Broomfield House and the Stable Block.
- 1.2 JMP Consultants Ltd was commissioned by the London Borough of Enfield in Autumn 2000, to prepare a Transport Impact Statement (TIS), which assessed access, parking and servicing requirements of the development proposals for the site.
- 1.3 The BHTF proposals for Broomfield House, originally assessed by JMP included two options. Community rooms were proposed for both the ground and first floor of Broomfield House for both options. The community rooms were designed to facilitate flexible usage and would be used for a variety of activities, including daytime educational uses; access to Information Technology (IT); exhibitions; conference/seminar use and community meetings and other events. Option 1 included a ground floor café/restaurant and Option 2 included a restaurant with table service.
- 1.4 Proposals for the first floor for both options also included two display areas, an administration office and a small residential unit for a resident caretaker and/or security.
- 1.5 The proposals also included converting the Broomfield House Stable Block into a day centre for disabled children and young people and adults with special needs.
- 1.6 JMP's TIS, submitted in January 2001, concluded the following:
 - The regeneration of Broomfield House and its surroundings is contingent upon finding a satisfactory solution to the access and parking problems that currently constrain the accessibility of the site.
 - A feasible access solution was designed that met vehicle accessibility and pedestrian safety aspects.
 - A parking proposal, which provides 40 car spaces, including disabled parking spaces in the Avenue, was recommended. Although this exceeded the estimated peak parking demand, it would ensure all parking needs were met at all times, whilst providing some latitude to cater for existing on-street parking associated with existing park uses.

Scope of Work

- 1.7 JMP Consultants Ltd has been retained by the London Borough of Enfield, to prepare a Supplementary Transport Statement for revised proposals for Broomfield House redevelopment. The BHTF is considering proposals for an annex to the main house to support the financial viability of a restored Broomfield House. The proposed annex has an approximate capacity of 150 people. The annex would be available as a function room for private events, such as weddings and other social events.
- 1.8 The revised proposal also involves the reduction of the ground floor use by half to accommodate for modern access and circulation routes within the building as well as health and safety needs. This means that only half of the ground floor of the existing house is considered to be available for either café or community rooms. However, the first floor can provide additional community rooms with the proposed removal of the residential unit. Similar to the original proposal, the community rooms are designed to facilitate flexible usage including, exhibitions, conference/seminar use, community meetings and well as education resource suite for lifelong learning and school programmes associated with the house and park environment. The overall provision for community rooms remains as that assessed in the previous TIS.
- 1.9 The commissioned work involves an assessment of any traffic related implications arising from the proposed annex to Broomfield House, over and above those impacts identified in previous TIS. Specifically, the BHTF wishes to be advised of any potentially adverse impacts on local on-street parking operations.
- 1.10 BHTF have also advised that the previously proposed day centre will not be developed, and the assessment of the proposed annex should take this into consideration.

2 Implications of Annex

Trip Generation

- 2.1 The assessment of trip generation for the proposed annex has been carried out on a first principles basis using the proposed maximum capacity of 150 people as a 'worst case' scenario.
- 2.2 Broomfield House and the annex would be open throughout the week, during both the daytime and evenings, including weekends. It is understood that the busiest period of operation for the annex is likely to be Saturday afternoon. Hours of operation of the annex are understood to be the same as those of Broomfield House, that is, 10.00 to 22.00.

- 2.3 The previous TIS, in agreement with Council Officers, used the Millfield House Art Centre in Enfield as the nearest comparator to community proposals for Broomfield House.
- 2.4 Given the high car-based trips likely to be generated by the proposed annex, with events such as weddings, Millfield House is also considered to be the best comparator available for the annex to Broomfield House.
- 2.5 Millfield House surveys indicated 86% of trip generations are car-based, of which 51% are car drivers and 35% are car passengers, resulting in a 1.7 car occupancy.
- 2.6 Applying the Millfield House modal share percent figures to the 150 person maximum capacity of the Broomfield House annex, it can be expected that 77 car trips will be generated during the peak hour for the annex.
- 2.7 A revised assessment of the Broomfield House total vehicle trip generation has also been undertaken. This assessment assumed the removal of the day centre. Table 2.1 gives the summary results.

Table 2.1 Total Vehicle Trip Generation Summary – Excluding Day Centre

| Time Period | Peak | No. Vehicle Trips | | | Maximum Accumulation |
|-----------------------|---------------|-------------------|------------|------------|----------------------|
| | | Arrivals | Departures | Total | |
| 08.00 to 09.00 | AM Peak | 1 | 0 | 1 | 2 |
| 13.00 to 14.00 | Inter Peak | 9 | 6 | 15 | 18 |
| 17.00 to 18.00 | PM Peak | 6 | 5 | 11 | 13 |
| 18.00 to 19.00 | Early Evening | 15 | 18 | 33 | 10 |
| 20.00 to 21.00 | | 13 | 9 | 22 | 18 |
| 21.00 to 22.00 | Late Evening | 8 | 14 | 22 | 12 |
| 08.00 to 24.00 | Daily | 104 | 104 | 208 | - |

- 2.8 Table 2.1 shows that the maximum number of vehicle movements, without the day centre, occur during the early evening. The maximum parking accumulation of 18 vehicles occurs over the lunchtime period from 13.00 to 14.00 and again before late evening from 20.00 to 21.00.
- 2.9 The 'worst case' scenario for Broomfield House without the day centre, in terms of parking, including the maximum car trip generations generated by the annex brings the total number of vehicles parked to 95.

Parking

- 2.10 The previous assessment, recommended that a total 40 car park spaces, including two disabled parking spaces. With the proposed annex, the car park would be expected to be full at those times with 55 cars remaining.

- 2.11 As part of the previous TIS, baseline parking survey data was obtained from the LBE to help identify existing patterns of on street supply and demand. LBE carried out a series of weekday parking surveys on Friday 23 July 1999. The surveys were carried out during the hours commencing 08.30, 13.00, 17.00 and 19.00 hours. Additional weekend parking surveys were undertaken by LBE on Saturday 7 and Sunday 8 October 2000 for two representative time periods identified as the hours commencing 11.00 and 14.00 hours. The parking survey area encompasses nearby streets within convenient walking distance of Broomfield House.
- 2.12 Parking activity on Broomfield Lane within 200 metres of the vehicle access to Broomfield House was analysed in more detail. A summary of the results is detailed in Table 2.2.

Table 2.2 Broomfield Lane Available On-street Parking Supply Summary

| Street | Side | Total Spaces | Number of Available Spaces by Time Period | | | | | | | |
|----------------|-------------|--------------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | | Weekday | | | | Saturday | | Sunday | |
| | | | 08.30 | 13.00 | 17.00 | 19.00 | 11.00 | 14.00 | 11.00 | 14.00 |
| East of Access | South | 29 | 23 | 15 | 14 | 19 | 23 | 25 | 9 | 15 |
| West of Access | North | 30 | 25 | 21 | 14 | 21 | 25 | 26 | 19 | 15 |
| | South | 38 | 31 | 31 | 30 | 30 | 33 | 33 | 24 | 27 |
| Total | Both | 97 | 79 | 67 | 58 | 70 | 81 | 84 | 52 | 57 |

- 2.13 The 'worst case' in terms on street parking, of the hours surveyed, was around 11.00 on Sunday. This period coincides with peak times for park use. This period was noted to have 52 available on street parking spaces. Saturday afternoon is considered to be the likely busiest period for the annex, and during this period 84 spaces are available on street. However, for analysis purposes, the overall 'worst case' with 52 available spaces has been used.

Conclusions

- 2.14 This Supplementary Transport Statement has identified an additional 55 car parks are required by the proposed annex less the day care centre. This is because:
- The maximum parking accumulation, with the day centre removed but with the proposed annex, is 95 vehicles including two disabled spaces.
 - There will be 40 car parking spaces provided (or 38 excluding disabled parking) on-site.

- The additional parking demand would result in an overall shortfall of 55 car parking spaces.

2.15 The car trip generation is based on concurrent 'worst case' assumptions of:

- Maximum occupancy i.e. 150 people attending the annex; if the annex occupancy is less it will result in less car trip generation.
- Maximum car-driver split of 51%; if attendees arrive by bus, taxi, high occupancy cars, or other modes not requiring car parking it will result in less car trip generation.
- Maximum on street car parking demand. It is thought the local park generates this demand, if poor weather occurs demand will be less and more on street car parks are available for use by the annex.

2.16 By calculation there is insufficient on-street parking capacity i.e. 52 car parks available for 55 vehicles. Technically though, considering the nature of these calculations and the three worst case assumptions occurring at the same time, it is thought this event has a low probability of actually occurring. In other words:

- the annex holds a function that attracts the maximum 150 people, and;
- the maximum number of patrons visiting the annex arrive in their own vehicle, and;
- the annex function is held on a Sunday at 11am when on street car parking is most in demand.

2.17 Considering the conservative scenario above and its low probability of occurrence, on street parking will generally be able to provide for the predicted car parking demand. Additionally the effects of car parking demand can be mitigated by:

- The likelihood that given the nature of the social events to be catered for, a number of predicted car-based trips would take the form of 'pick-up' and 'drop-off' taxi trips.
- Special parking management arrangements could be considered to accommodate the number of on-street parked vehicles on the Broomfield House Avenue.

2.18 In conclusion, the additional parking demand generated by the proposal is unlikely to have an adverse impact on site accessibility and on the local on-street parking environment.