

# 1 Introduction

## Background

- 1.1 JMP Consultants Ltd has been retained by the London Borough of Enfield to undertake preliminary detailed designs for both improvements to the junction access to Broomfield House and a proposed car park layout. These tasks result from JMP's earlier Transport and Supplementary Transport Statements that identified off street parking requirements and the existing junction access safety limitations.
- 1.2 The result of the preliminary detailed design of the car park layout is shown on JMP drawing H030604A-9 and the improved junction access on JMP drawing H030604A-10. The designs meet the objectives outlined in the earlier Transport Statements including parking requirements, operational practicalities and safety improvements.

## Parking Requirement

- 1.3 The earlier Transport Statements identified the requirement to provide 95 car park spaces plus two disabled, of which 40 off-street car parking spaces or 38 excluding disabled parking could be provided on site. JMP's preliminary detailed design has provided for 41 car parking spaces, or 39 excluding disabled parking, and subsequently meets this objective.
- 1.4 Any additional parking demand will be met by on street parking, the earlier Transport Statement identified that supply exists on street to meet this demand.
- 1.5 Planning Policy Guidance 13 (PPG13) advises that, whilst maximum parking standards generally apply, there should be no minimum standards for development, other than for parking for disabled people.
- 1.6 Annex D of PPG13 states that parking for disabled people should be additional to the maximum parking standards and that development proposals should provide adequate parking for disabled motorists, in terms of both numbers and design, in accordance with Traffic Advice Leaflet 5/95, Parking for Disabled People (Note 4), or TA 5/95.
- 1.7 The London Mayor's Transport Strategy also recognises the importance of the provision of sufficient parking for disabled people close to key destinations, including shops, places of work, social, leisure and entertainment facilities, and stations. The Strategy states that developments should provide adequate parking for disabled motorists, as set out in TA 5/95 cited above
- 1.8 TA 5/95 includes a guide to the number of designated disabled parking bays which should be provided in off-street car parks (Table 2). This guidance is reproduced in Table 1.1 for information.

**Table 1.1 TA 5/95 Disabled Parking Requirements**

Car Park Use	Size of Off-street Car Park	
	Up to 200 bays	Over 200 bays
Employees/visitors to business premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity (whichever is greater)	6 bays plus 2% of total capacity
Shopping & recreation	3 bays or 6% of total capacity (whichever is greater)	4 bays plus 4% of total leisure

1.9 JMP's proposal includes for 2 disabled bays and so meets the above criteria.

### **Operational Practicalities**

1.10 It is envisaged service vehicles will report to the House Manager who will admit vehicles on a one by one basis via the Avenue barrier adjacent to the existing planters.

1.11 The Avenue provides adequate space to accommodate turning manoeuvres and there is enough space in advance of the barrier to provide a vehicle standing area as motorists approach the House Manager. An optional removable bollard is shown at the junction access which would prohibit all vehicle access when instigated by the House Manager.

### **Safety Improvements**

1.12 JMP's proposals to introduce a separate right hand turning lane on Broomfield Lane, as well as priority control through the one-way historic gate, are both expected to improve safety. This has been achieved through the use of the one-way priority signs, road markings and improving motorist and pedestrian intervisibility as vehicles exit through the gate.